

AIRPORT LAYOUT PLANS

MANCHESTER-BOSTON REGIONAL AIRPORT



MANCHESTER, NEW HAMPSHIRE

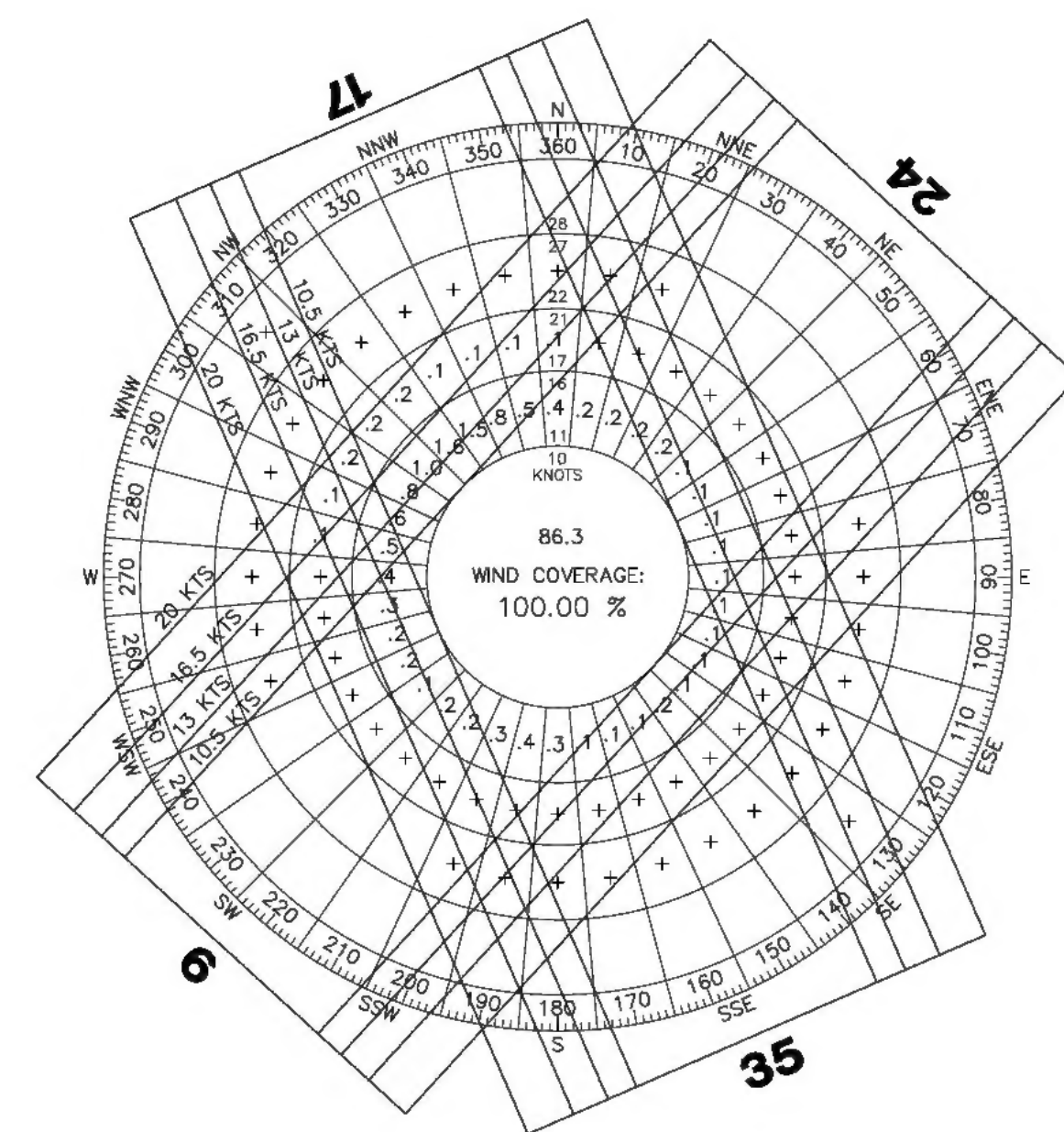
PREPARED FOR:

**CITY OF MANCHESTER
DEPARTMENT OF AVIATION**

PREPARED BY:

URS

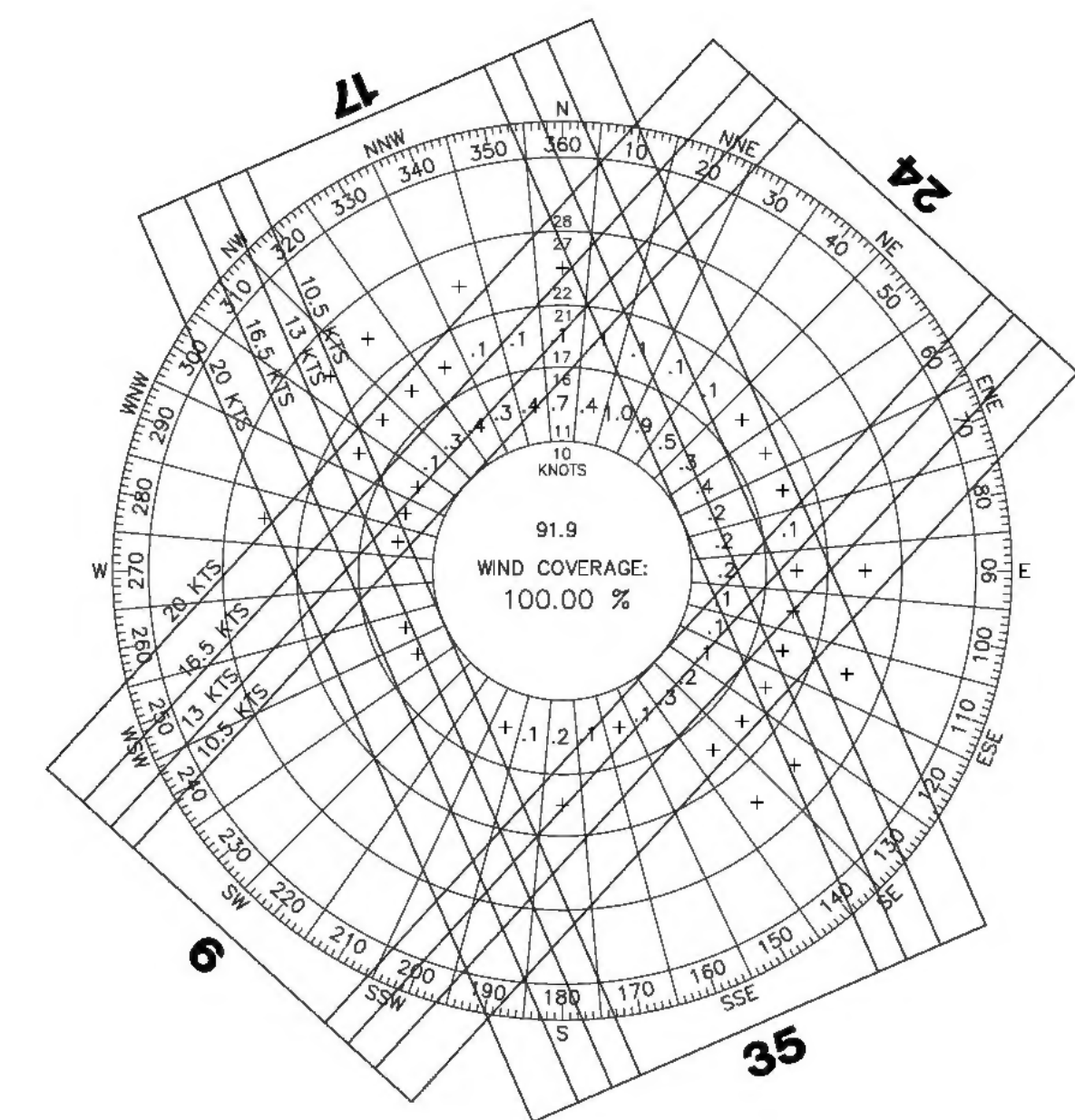
**SEPTEMBER 2011
AIP No. 3-33-0011-76-2009**



ALL WEATHER WIND ROSE

CROSSWIND COMPONENT	WIND COVERAGE (%)
10.5 KTS.	98.53
13 KTS.	98.48
16 KTS.	99.76
20 KTS.	99.97

SOURCE:
NATIONAL CLIMATIC DATA CENTER
WEATHER STATION 14710
MANCHESTER, NH
DATA PERIOD: 1999-2008



IMC WEATHER WIND ROSE

CROSSWIND COMPONENT	WIND COVERAGE (%)
10.5 KTS.	98.74
13 KTS.	98.49
16 KTS.	99.67
20 KTS.	99.95

SOURCE:
NATIONAL CLIMATIC DATA CENTER
WEATHER STATION 14710
MANCHESTER, NH
DATA PERIOD: 1999-2008

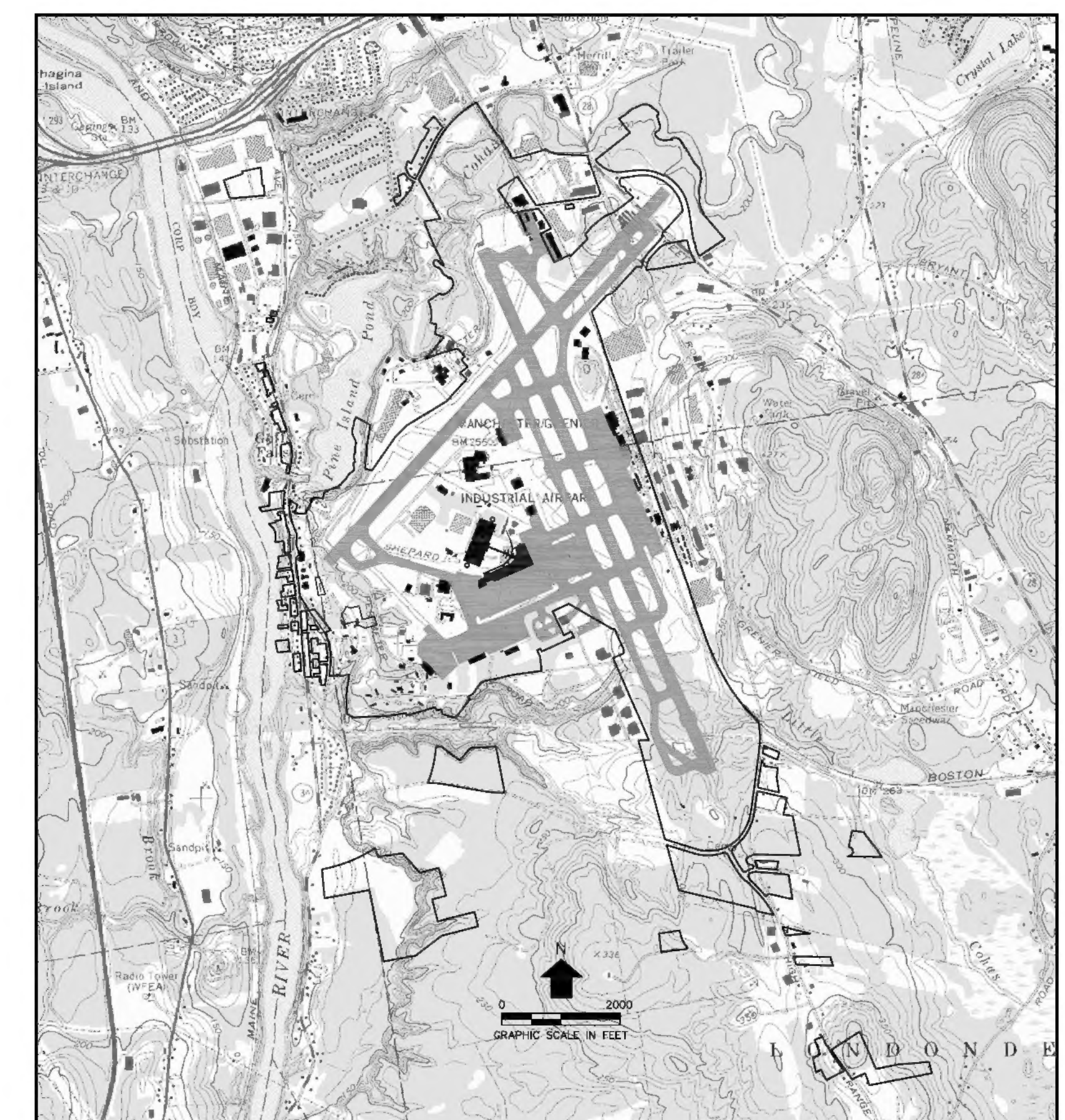


LOCATION MAP

INDEX OF DRAWINGS

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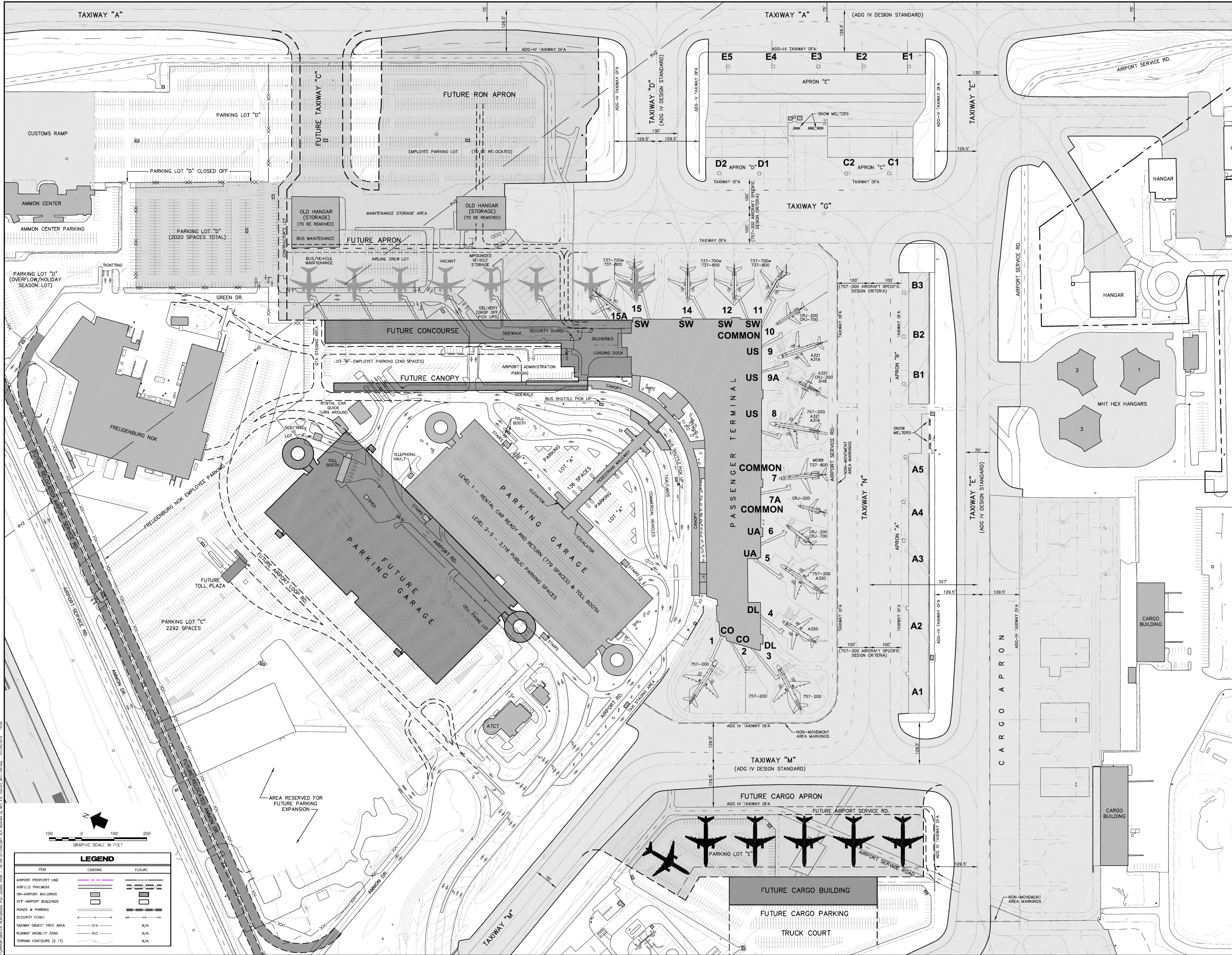
REFERENCE: FAA ADVISORY CIRCULARS:
AIRPORT DESIGN 150/5300-13 (CHANGE 17) 9/30/11
AIRPORT MASTER PLANS 150/5070-6B (CHANGE 1) 5/1/07



VICINITY MAP

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LEGEND		
ITEM	EXISTING	FUTURE
AIRPORT PROPERTY LINE	---	---
AIRFIELD PAVEMENT	---	---
ON-AIRPORT BUILDINGS	---	---
OFF-AIRPORT BUILDINGS	---	---
ROADS & PARKING	---	---
SECURITY FENCE	---	---
TAXIWAY OBJECT FREE AREA	OFA	N/A
RUNWAY VISIBILITY ZONE	RVZ	N/A
TERRAIN CONTOURS (2 FT)	---	N/A

TERMINAL AREA PLAN

MANCHESTER-BOSTON REGIONAL AIRPORT

MANCHESTER, NEW HAMPSHIRE

PREPARED FOR
CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE

DESIGNED: *RJM*
DRAWN: *RJM* CHECKED: *MLT*
PROJECT MANAGER: *FMN*
PROJECT DIRECTOR: *FMN*

DATE: 9/11
SHEET: 3 OF 20

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Regional Airport

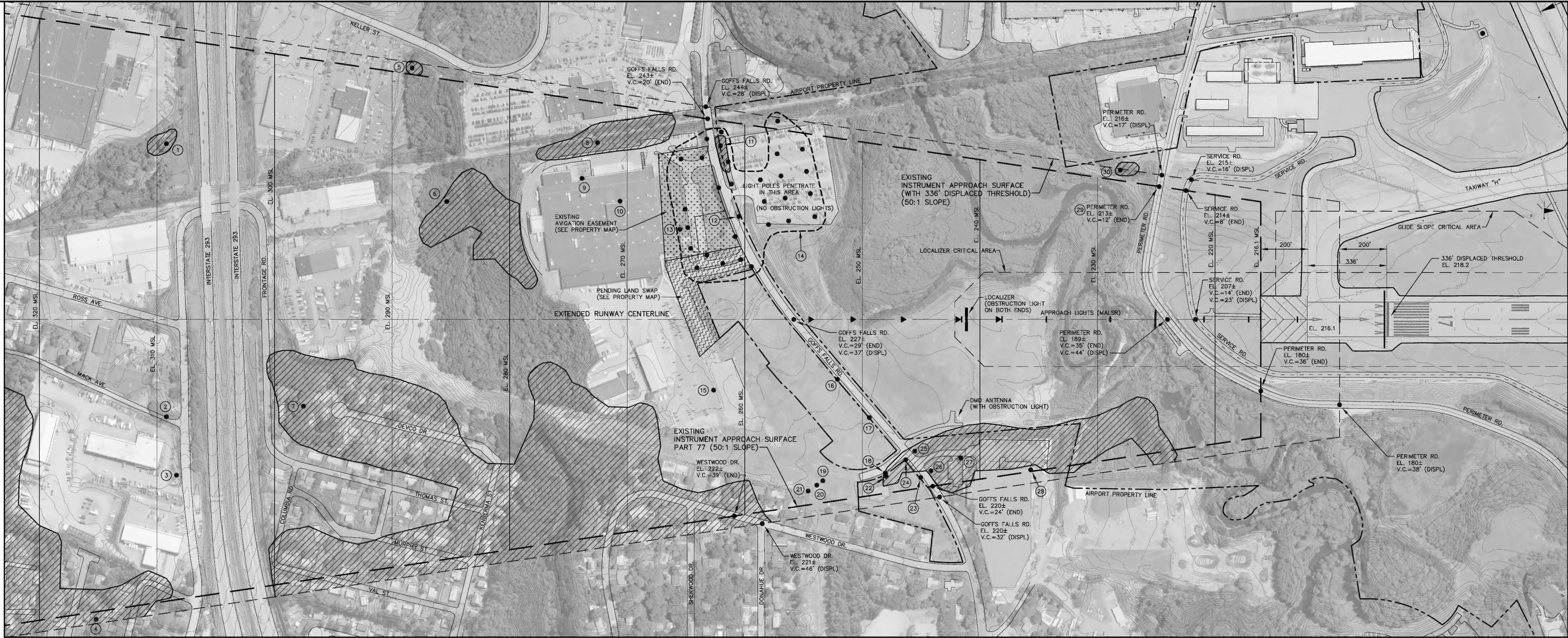




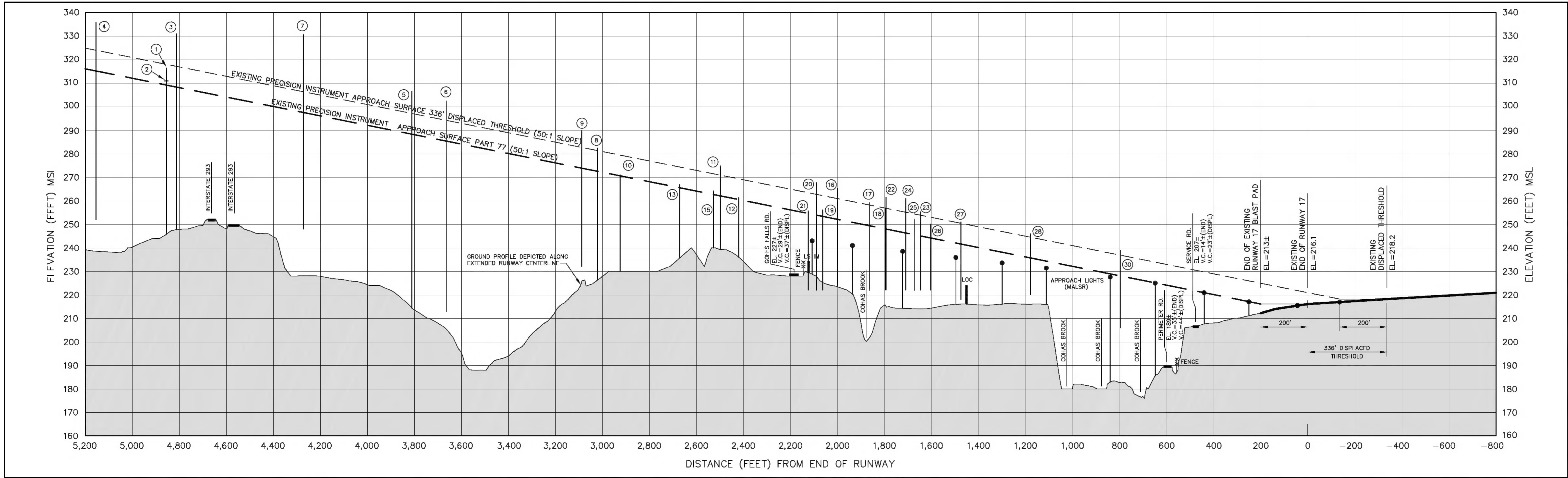
DATE: 9/11
SHEET: 7 OF 20

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RUNWAY 17 INNER PORTION OF THE APPROACH SURFACE PLAN VIEW



RUNWAY 17 INNER PORTION OF THE APPROACH SURFACE PROFILE VIEW

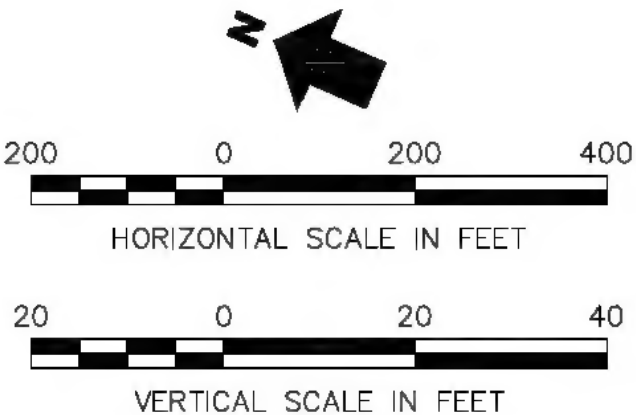
OBSTACLE DATA TABLE									
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED	NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)
1	TREE CLUSTER WITH HIGH POINT DEPICTED	316	RW 17 APPROACH	7	TRIM OR REMOVE	NO	16	UTILITY POLE	267
2	TREE	311	RW 17 APPROACH	2	TRIM OR REMOVE	NO	17	UTILITY POLE	259
3	TREE	331	RW 17 APPROACH/DISPLACED APPROACH	23/14	TRIM OR REMOVE	NO	18	UTILITY POLE	259
4	TREE	336	RW 17 DISPLACED APPROACH	12	TRIM OR REMOVE	NO	19	UTILITY POLE	251
5	TREE CLUSTER WITH HIGH POINT DEPICTED	307	RW 17 DISPLACED APPROACH	10	TRIM OR REMOVE	NO	20	UTILITY POLE	258
6	TREE CLUSTER WITH HIGH POINT DEPICTED	302	RW 17 APPROACH/DISPLACED APPROACH	17/8	TRIM OR REMOVE	NO	21	UTILITY POLE	256
7	TREE CLUSTER WITH HIGH POINT DEPICTED	331	RW 17 APPROACH/DISPLACED APPROACH	33/25	TRIM OR REMOVE	NO	22	TREE CLUSTER WITH HIGH POINT DEPICTED	262
8	TREE CLUSTER WITH HIGH POINT DEPICTED	282	RW 17 APPROACH/DISPLACED APPROACH	9/1	TRIM OR REMOVE	NO	23	UTILITY POLE	259
9	BUILDING CHIMNEY	290	RW 17 APPROACH/DISPLACED APPROACH	16/7	LIGHT	NO	24	UTILITY POLE	261
10	BUILDING	272	RW 17 APPROACH	1	LIGHT	NO	25	UTILITY POLE	252
11	TREE CLUSTER WITH HIGH POINT DEPICTED	275	RW 17 APPROACH/DISPLACED APPROACH	13/4	TRIM OR REMOVE	NO	26	UTILITY POLE	250
12	TREE	281	RW 17 APPROACH	1	TRIM OR REMOVE	NO	27	UTILITY POLE	251
13	TREE	267	RW 17 APPROACH	1	TRIM OR REMOVE	NO	28	BUILDING	246
14	21 LIGHT POLES, 7 UTILITY POLES	256-262	RW 17 APPROACH	1-18	LIGHT	NO	29	PERIMETER ROAD	213
15	LIGHT POLE	264	RW 17 APPROACH	1	LIGHT	NO	30	TREE CLUSTER WITH HIGH POINT DEPICTED	239
16	UTILITY POLE	267	RW 17 APPROACH	7	TRIM OR REMOVE	NO			
17	UTILITY POLE	259	RW 17 APPROACH/DISPLACED APPROACH	10/1	LIGHT	NO			
18	UTILITY POLE	259	RW 17 APPROACH	9	LIGHT	NO			
19	UTILITY POLE	251	RW 17 APPROACH	3	LIGHT	NO			
20	UTILITY POLE	258	RW 17 APPROACH/DISPLACED APPROACH	14/5	LIGHT	NO			
21	UTILITY POLE	256	RW 17 APPROACH	1	LIGHT	NO			
22	TREE CLUSTER WITH HIGH POINT DEPICTED	262	RW 17 APPROACH/DISPLACED APPROACH	14/5	TRIM OR REMOVE	NO			
23	UTILITY POLE	259	RW 17 APPROACH/DISPLACED APPROACH	10/1	LIGHT	NO			
24	UTILITY POLE	261	RW 17 APPROACH/DISPLACED APPROACH	15/6	LIGHT	NO			
25	UTILITY POLE	252	RW 17 APPROACH	6	LIGHT	NO			
26	UTILITY POLE	250	RW 17 APPROACH	6	LIGHT	NO			
27	UTILITY POLE	251	RW 17 APPROACH/DISPLACED APPROACH	9/1	LIGHT	NO			
28	BUILDING	246	RW 17 APPROACH/DISPLACED APPROACH	10/2	LIGHT	NO			
29	PERIMETER ROAD	213	RW 17 APPROACH	3	NONE	NO			
30	TREE CLUSTER WITH HIGH POINT DEPICTED	239	RW 17 DISPLACED APPROACH	2	TRIM OR REMOVE	NO			

LEGEND

AREA OF TREE PENETRATION WITHIN C/P PART 77 APPROACH SURFACES. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND. WITHIN EACH AREA A HIGH POINT IS DEPICTED WITH A POINT AND OBSTRUCTION NUMBER.

AREA OF MISC. OBJECT PENETRATIONS (I.E. UTILITY/LIGHT POLES)

SOURCES:
BASE MAP: AERIAL PHOTOGRAPH PROVIDED BY MANCHESTER-BOSTON REGIONAL AIRPORT, DATED 2009
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL OBSTACLE DATA, EFFECTIVE JUNE 2010
HOLEY, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



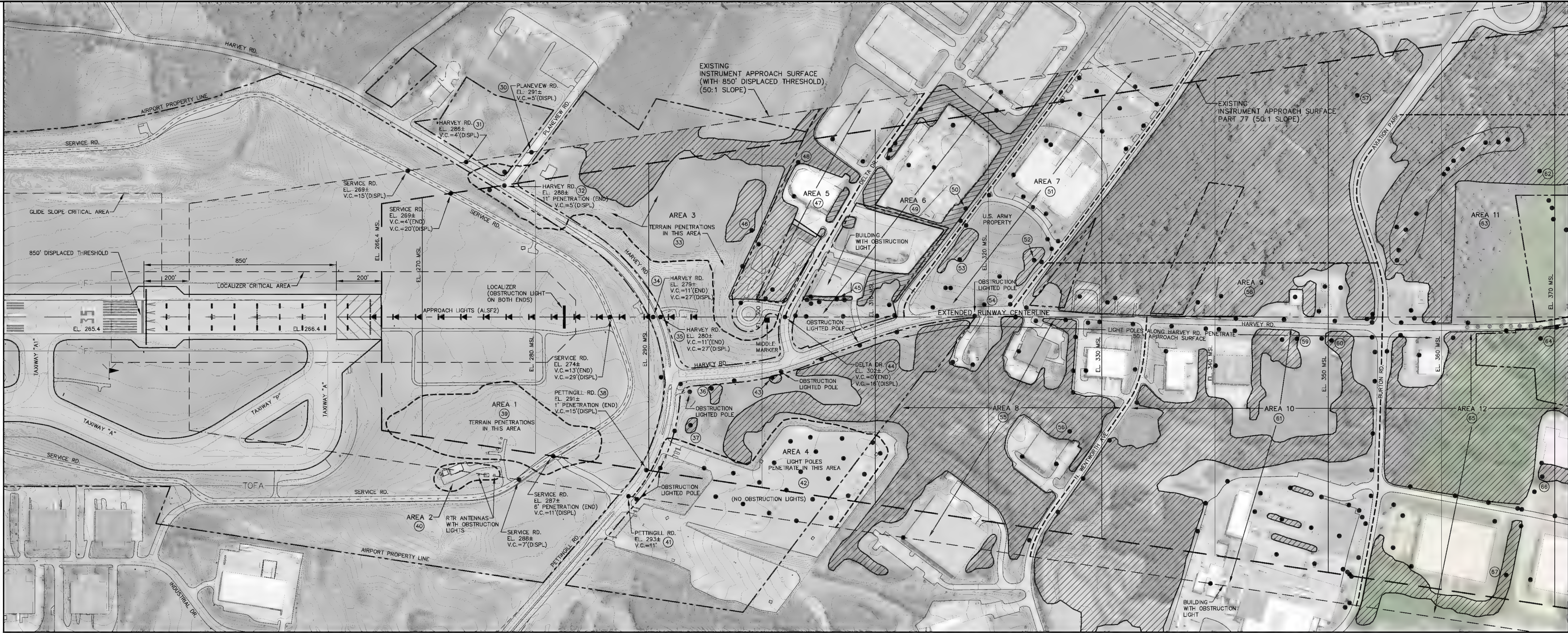
INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 17
MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE

PREPARED FOR
CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE

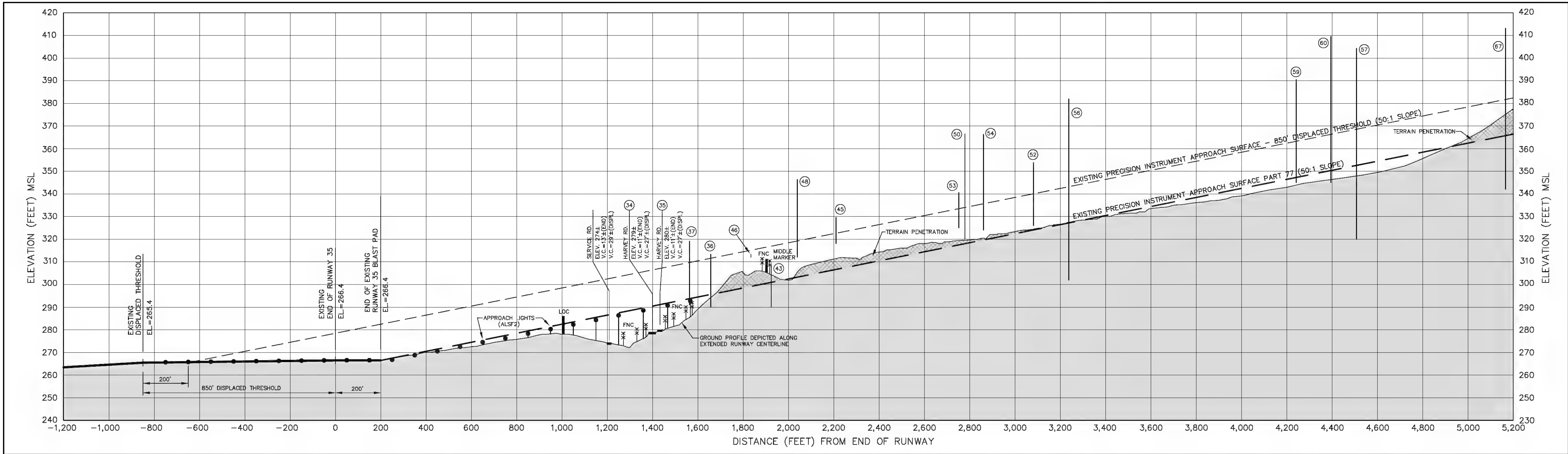
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Manchest-Boston
REGIONAL AIRPORT

DESIGNED: RUM
DRAWN: RUM CHECKED: MLT
PROJECT MANAGER: FMN
PROJECT DIRECTOR: FMN
DATE: 9/11
SHEET: 9 OF 20



RUNWAY 35 INNER PORTION OF THE APPROACH SURFACE PLAN VIEW



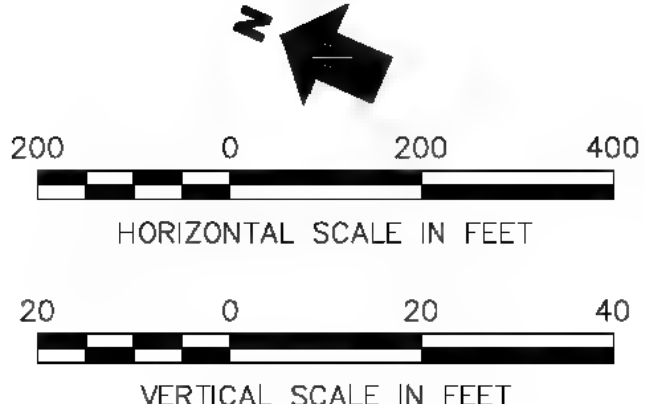
RUNWAY 35 INNER PORTION OF THE APPROACH SURFACE PROFILE VIEW

LEGEND

	AREA OF TREE PENETRATION WITHIN RPR PART 77 APPROACH SURFACES. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND. WITHIN EACH AREA A HIGH POINT IS DEPICTED WITH A POINT AND OBSTRUCTION NUMBER.
	AREA OF MISC. OBJECT PENETRATIONS (I.E. POLES, SIGNS, FENCES, BUILDINGS, GROUND ETC.)

SOURCES:
BASE MAP, AERIAL PHOTOGRAPH PROVIDED BY MANCHESTER-BOSTON REGIONAL AIRPORT, DATED 2009
OBSTACLE DATA, FEDERAL AVIATION ADMINISTRATION DIGITAL OBSTACLE DATA, INFORMATION DIGITAL OBSTACLE FILE, EFFECTIVE JAN. 2010
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.

OBSTACLE DATA TABLE									
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED	NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)
30	PLANEVIEW ROAD	291	RW 35 DISPLACED APPROACH	10	NONE	NO	43	TREE CLUSTER WITH HIGH POINT DEPICTED	309
31	HARVEY ROAD	288	RW 35 DISPLACED APPROACH	11	NONE	NO	44	DELTA DRIVE	302
32	HARVEY ROAD	288	RW 35 DISPLACED APPROACH	26/70	NONE	NO	45	TREE CLUSTER WITH HIGH POINT DEPICTED	330
33	AREA 3-TOP, FIRE HYDRANT, SIGN BY PLANEVIEW	VARIES	RW 35 APPROACH	VARIES	NONE	NO	46	TREE CLUSTER WITH HIGH POINT DEPICTED	313
34	HARVEY ROAD	279	RW 35 APPROACH	4	NONE	NO	47	AREA 5-BLDG, LIGHT/UTL, POLES, SIGNS, FENCE	VARIES
35	HARVEY ROAD	280	RW 35 APPROACH	4	NONE	NO	48	TREE CLUSTER WITH HIGH POINT DEPICTED	340
36	TREE CLUSTER WITH HIGH POINT DEPICTED	313	RW 35 APPROACH/DISPLACED APPROACH	17/1	TRIM OR REMOVE	NO	49	AREA 6-BLDG, LIGHT/UTL, POLES, SIGNS, FENCE	VARIES
37	TREE CLUSTER WITH HIGH POINT DEPICTED	319	RW 35 APPROACH/DISPLACED APPROACH	25/9	TRIM OR REMOVE	NO	50	TREE CLUSTER WITH HIGH POINT DEPICTED	367
38	PETTINGILL ROAD	291	RW 35 APPROACH	16	NONE	NO	51	AREA 7-BLDG, LIGHT/UTL, POLES, SIGNS, FENCE	VARIES
39	AREA 1-TOP, UTILITY STRUCTURES	VARIES	RW 35 APPROACH	VARIES	NONE	NO	52	TREE CLUSTER WITH HIGH POINT DEPICTED	354
40	AREA 2-(2) BLDG, (2) RTR ANTENNAS	VARIES	RW 35 DISPLACED APPROACH	VARIES	FIXED BY FUNCTION	YES	53	TREE CLUSTER WITH HIGH POINT DEPICTED	341
41	PETTINGILL ROAD	283	RW 35 DISPLACED APPROACH	38	NONE	NO	54	TREE CLUSTER WITH HIGH POINT DEPICTED	368
42	AREA 4-BLDG, LIGHT/UTL, POLES, FENCE	VARIES	RW 35 APPROACH/DISPLACED APPROACH	VARIES	LIGHT	NO	55	AREA 8-BLDG, LIGHT/UTL, POLES, SIGNS	VARIES
43							56		
44							57		
45							58		
46							59		
47							60		
48							61		
49							62		
50							63		
51							64		
52							65		
53							66		
54							67		
55							68		



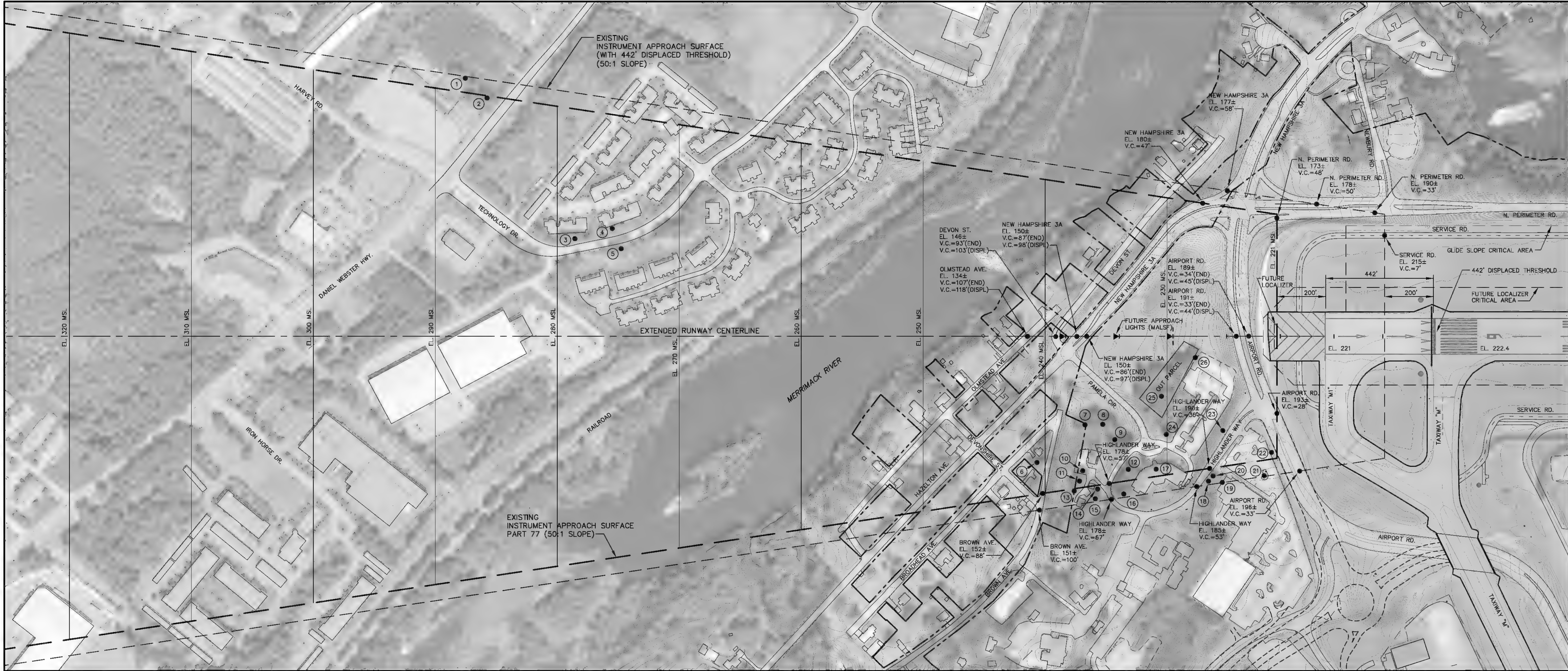
INNER PORTION OF THE APPROACH SURFACE DRAWING - RUNWAY 35
MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE

PREPARED FOR
CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE

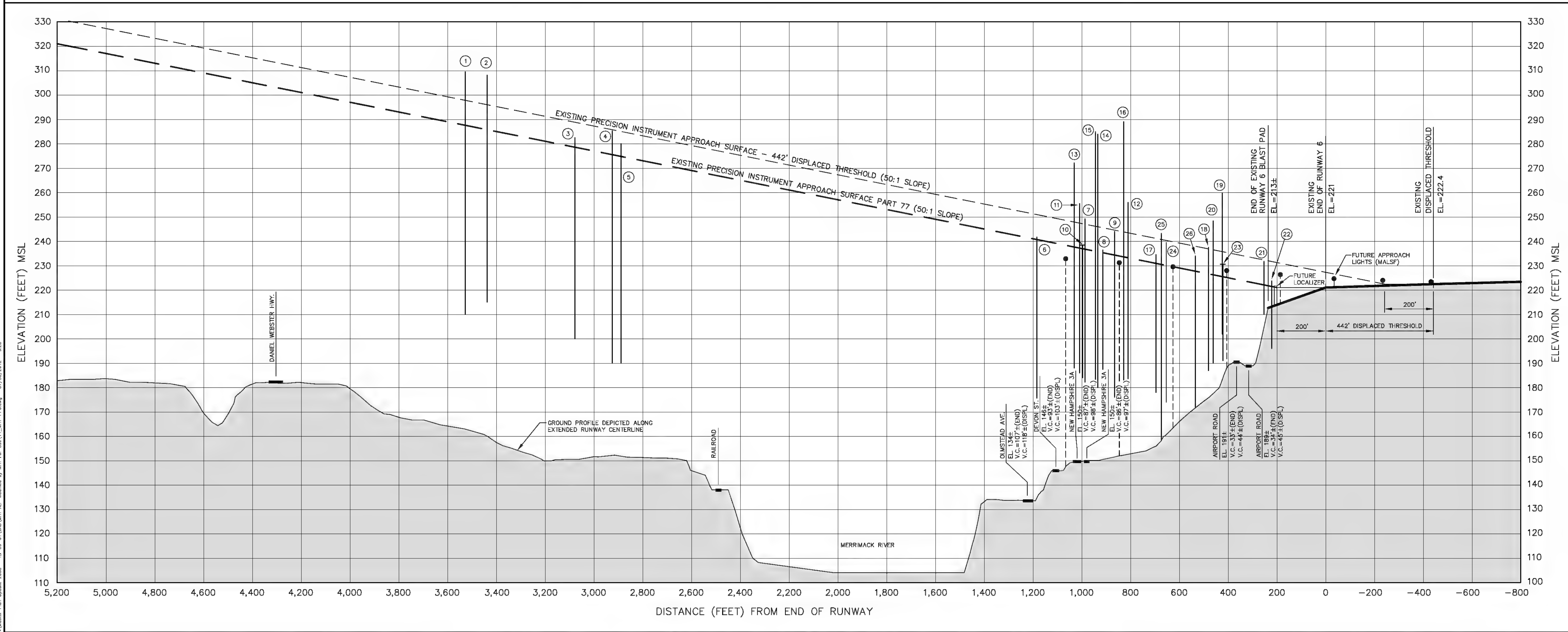
DESIGNED: *RJM*
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PROJECT MANAGER: *FMN*
PROJECT DIRECTOR: *FMN*
DATE: 9/11
SHEET: 10 OF 20

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Regional Airport



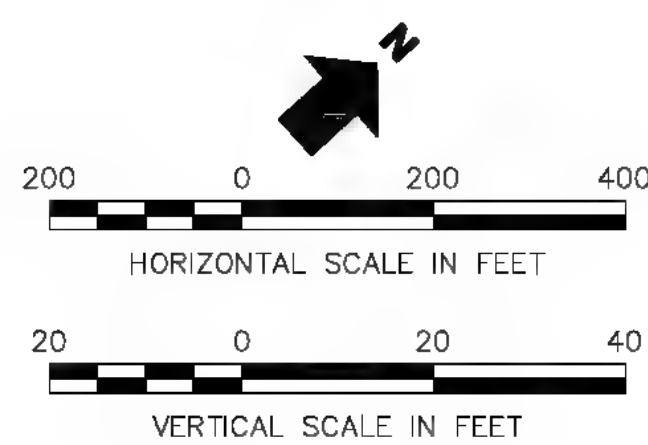
RUNWAY 6 INNER PORTION OF THE APPROACH SURFACE PLAN VIEW



RUNWAY 6 INNER PORTION OF THE APPROACH SURFACE PROFILE VIEW

OBSTACLE DATA TABLE					
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST APPROVED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION
1	TREE	309	RW 6 DSP APPROACH	11	TRIM OR REMOVE
2	TREE	308	RW 6 DSP APPROACH	12	TRIM OR REMOVE
3	TREE	282	RW 6 DSP APPROACH	3	TRIM OR REMOVE
4	TREE	285	RW 6 DSP APPROACH	10	TRIM OR REMOVE
5	TREE	289	RW 6 DSP APPROACH	5	TRIM OR REMOVE
6	TREE	242	RW 6 DSP APPROACH	1	TRIM OR REMOVE
7	TREE	249	RW 6 DSP APPROACH	12	TRIM OR REMOVE
8	TREE	236	RW 6 DSP APPROACH	2	TRIM OR REMOVE
9	TREE	244	RW 6 DSP APPROACH	1	TRIM OR REMOVE
10	TREE	238	RW 6 DSP APPROACH	1	TRIM OR REMOVE
11	TREE	235	RW 6 DSP APPROACH	18	TRIM OR REMOVE
12	TREE	256	RW 6 DSP APPROACH	13	TRIM OR REMOVE
13	TREE	272	RW 6 DSP APPROACH	24	TRIM OR REMOVE
14	TREE	264	RW 6 DSP APPROACH	38	TRIM OR REMOVE
15	TREE	285	RW 6 DSP APPROACH	39	TRIM OR REMOVE
16	TREE	289	RW 6 DSP APPROACH	45	TRIM OR REMOVE
17	BUILDING	254	RW 6 DSP APPROACH	3	LIGHT
18	TREE	248	RW 6 DSP APPROACH	11	TRIM OR REMOVE
19	TREE	260	RW 6 DSP APPROACH	24	TRIM OR REMOVE
20	TREE	248	RW 6 DSP APPROACH	12	TRIM OR REMOVE
21	LIGHT POLE	232	RW 6 DSP APPROACH	0	NONE
22	LIGHT POLE	224	RW 6 DSP APPROACH	3	LIGHT
23	UTILITY POLE	231	RW 6 DSP APPROACH	6	LIGHT
24	TREE	239	RW 6 DSP APPROACH	8	TRIM OR REMOVE
25	TREE	243	RW 6 DSP APPROACH	13	TRIM OR REMOVE
26	TREE	234	RW 6 DSP APPROACH	6	TRIM OR REMOVE

SOURCES:
BASE MAP: AERIAL PHOTOGRAPH PROVIDED BY MANCHESTER-BOSTON REGIONAL AIRPORT, DATED 2009.
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE, EFFECTIVE JUNE, 2010.
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



INNER PORTION OF THE APPROACH
SURFACE DRAWING - RUNWAY 6
MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE

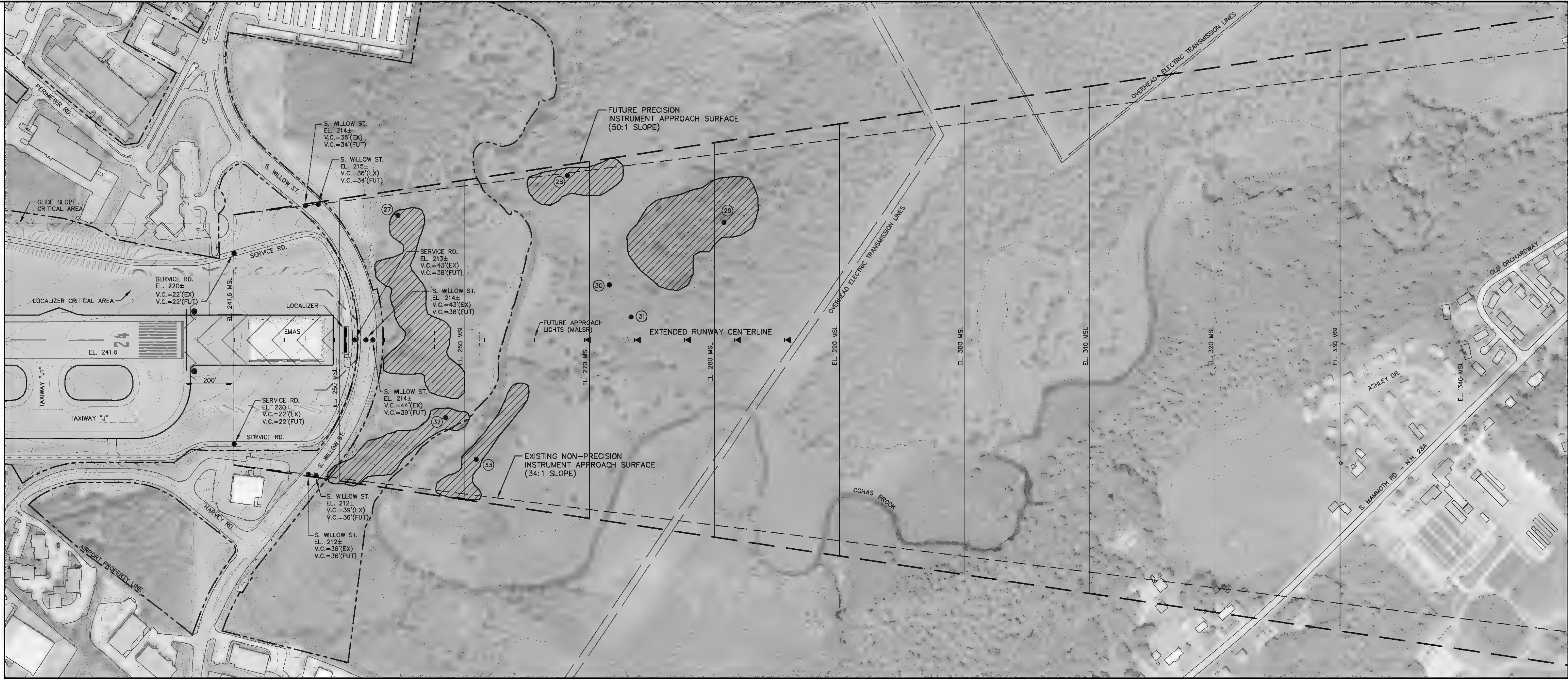
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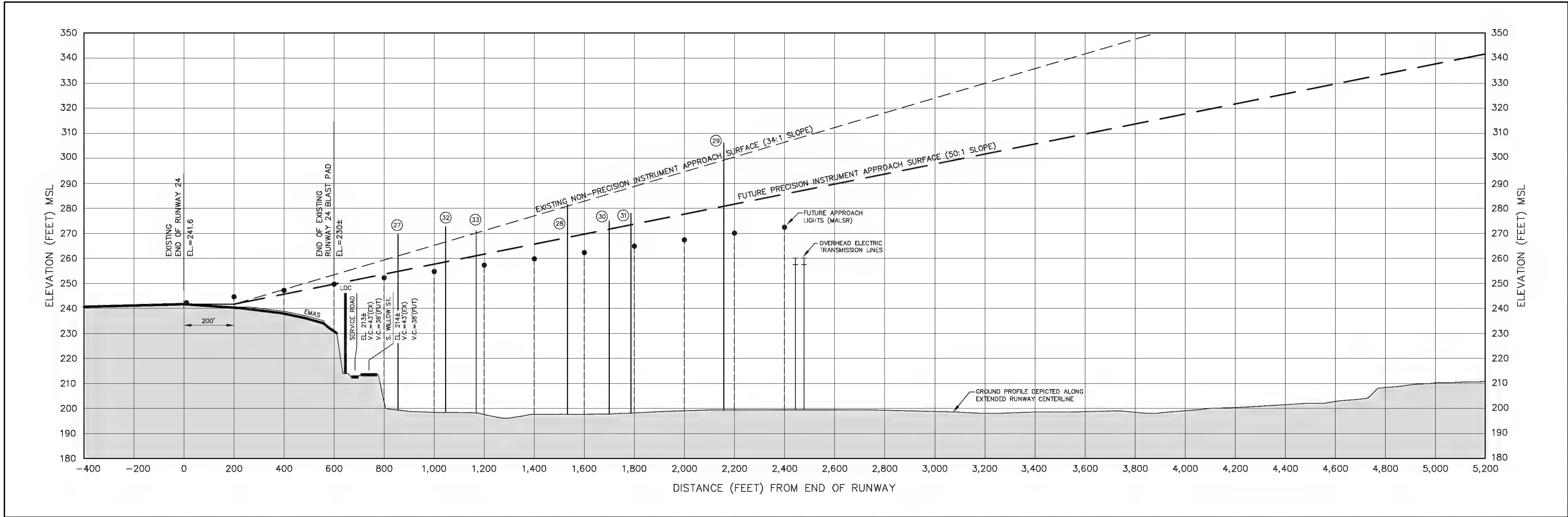
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Regional Airport

DESIGNED: *RJM*
DRAWN: *RJM* CHECKED: *MLT*
PROJECT MANAGER: *FMN*
PROJECT DIRECTOR: *FMN*

DATE: 9/11
SHEET: 11 OF 20



RUNWAY 24 INNER PORTION OF THE APPROACH SURFACE PLAN VIEW



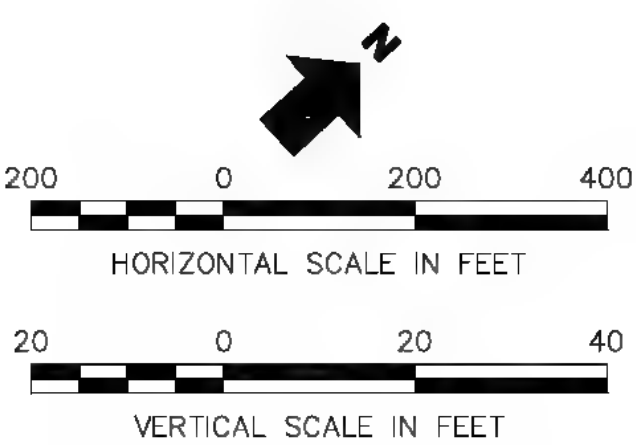
RUNWAY 24 INNER PORTION OF THE APPROACH SURFACE PROFILE VIEW

OBSTACLE DATA TABLE						
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
27	TREE CLUSTER WITH HIGH POINT DEPICTED	270	EX RW 24 APPROACH FUTURE RW 24 APPROACH	8	TRIM OR REMOVE	NO
28	TREE CLUSTER WITH HIGH POINT DEPICTED	282	EX RW 24 APPROACH FUTURE RW 24 APPROACH	1	TRIM OR REMOVE	NO
29	TREE CLUSTER WITH HIGH POINT DEPICTED	306	EX RW 24 APPROACH FUTURE RW 24 APPROACH	2	TRIM OR REMOVE	NO
30	TREE CLUSTER WITH HIGH POINT DEPICTED	275	FUTURE RW 24 APPROACH	3	TRIM OR REMOVE	NO
31	TREE CLUSTER WITH HIGH POINT DEPICTED	278	FUTURE RW 24 APPROACH	5	TRIM OR REMOVE	NO
32	TREE CLUSTER WITH HIGH POINT DEPICTED	273	EX RW 24 APPROACH FUTURE RW 24 APPROACH	7	TRIM OR REMOVE	NO
33	TREE CLUSTER WITH HIGH POINT DEPICTED	271	EX RW 24 APPROACH FUTURE RW 24 APPROACH	1	TRIM OR REMOVE	NO

LEGEND

AREA OF TREE PENETRATION WITHIN CFR PART 77 APPROACH SURFACES. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS. ONLY WHERE THEY CAN BE FOUND. WITHIN EACH AREA A HIGH POINT IS DEPICTED WITH A POINT AND OBSTRUCTION NUMBER.

SOURCES:
BASE MAP: AERIAL PHOTOGRAPH PROVIDED BY MANCHESTER-BOSTON REGIONAL AIRPORT, DATED 2008
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE EFFECTIVE JUNE, 2010
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



INNER PORTION OF THE APPROACH
SURFACE DRAWING - RUNWAY 24
MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE

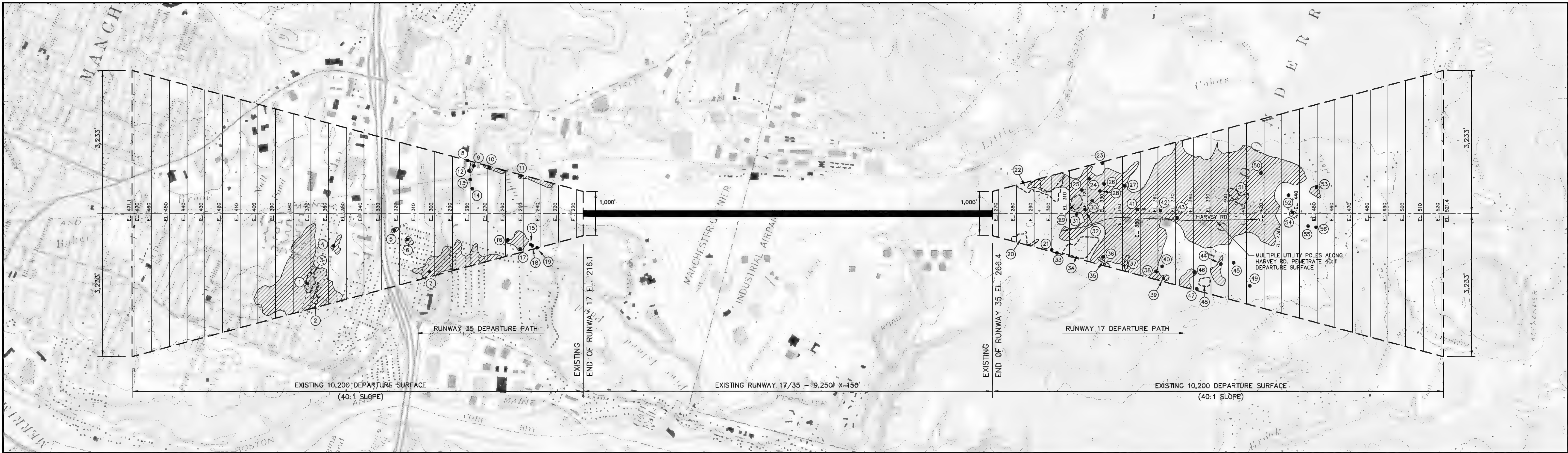
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DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE

URS Corporation
7600 West Courtney
Tampa, FL 33607-1462
Ph: 813 286-1111

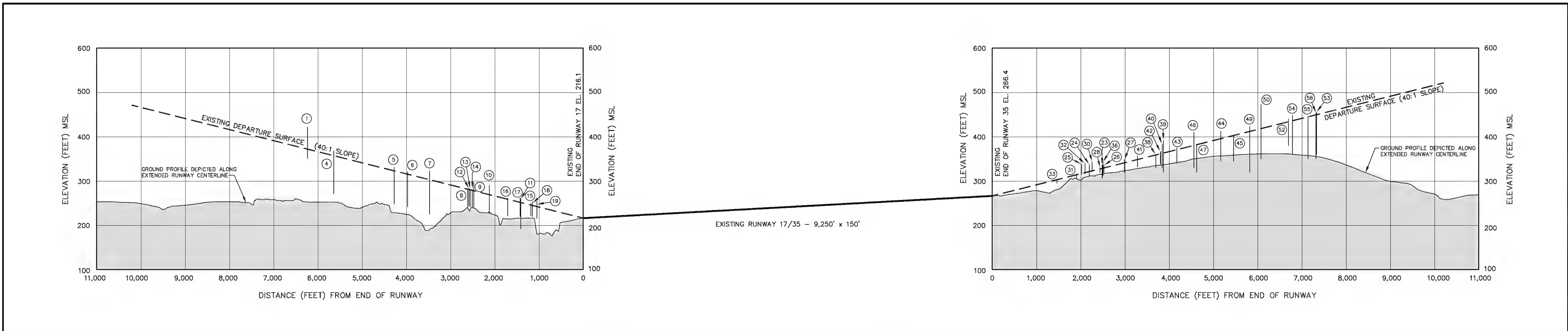
Manchester-Boston
Regional Airport

DESIGNED: *RJM*
DRAWN: *RJM* CHECKED: *MLT*
PROJECT MANAGER: *FMN*
PROJECT DIRECTOR: *FMN*
DATE: 9/11
SHEET: 12 OF 20

K:\AIRPORTMASTER PLAN\Master Plan Update 2008 - 18-59-41\CD\AVMT ALP Modified by MHT For Use\13.MHT DEP-17.35.dwg, 7/10/2012 1:58:48 AM
C:\Users\jmanchester\Desktop\Map Update 2008 - 18-59-41\CD\AVMT ALP Modified by MHT For Use\13.MHT DEP-17.35.dwg 07/10/2012 1:58:48



RUNWAY 17/35 DEPARTURE SURFACES PLAN VIEW



RUNWAY 17/35 DEPARTURE SURFACES PROFILE VIEW

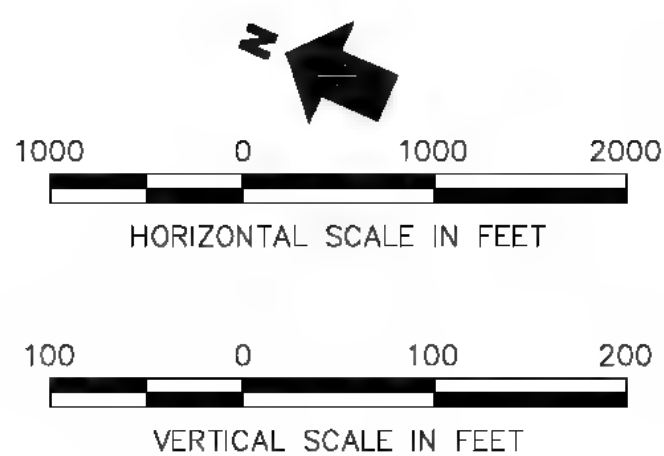
OBSTACLE DATA TABLE													
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED	NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET) (MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION	LIGHTED
1	TREE CLUSTER WITH HIGH POINT DEPICTED	422	RW 35 40:1 DEPARTURE	20	TRIM OR REMOVE	NO	29	GROUND TOPO, BUILDING, FENCE	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
2	BUILDING, UTILITY POLES	VARIES	RW 35 40:1 DEPARTURE	VARIES	LIGHT	NO	30	BUILDING	343	RW 17 40:1 DEPARTURE	20	LIGHT	NO
3	BUILDINGS, UTILITY POLES	VARIES	RW 35 40:1 DEPARTURE	VARIES	LIGHT	NO	31	BUILDING	316	RW 17 40:1 DEPARTURE	2	LIGHT	NO
4	TREE CLUSTER WITH HIGH POINT DEPICTED	388	RW 35 40:1 DEPARTURE	11	TRIM OR REMOVE	NO	32	BUILDING	340	RW 17 40:1 DEPARTURE	21	LIGHT	NO
5	TREE CLUSTER WITH HIGH POINT DEPICTED	331	RW 35 40:1 DEPARTURE	8	TRIM OR REMOVE	NO	33	BUILDING	304	RW 17 40:1 DEPARTURE	1	LIGHT	NO
6	TREE CLUSTER WITH HIGH POINT DEPICTED	321	RW 35 40:1 DEPARTURE	6	TRIM OR REMOVE	NO	34	LIGHT POLES	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
7	TREE CLUSTER WITH HIGH POINT DEPICTED	323	RW 35 40:1 DEPARTURE	20	TRIM OR REMOVE	NO	35	LIGHT POLES	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
8	LIGHT POLE	283	RW 35 40:1 DEPARTURE	2	LIGHT	NO	36	BUILDING	344	RW 17 40:1 DEPARTURE	15	LIGHT	NO
9	TREE CLUSTER WITH HIGH POINT DEPICTED	295	RW 35 40:1 DEPARTURE	17	TRIM OR REMOVE	NO	37	UTILITY POLES, FENCE	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
10	TREE CLUSTER WITH HIGH POINT DEPICTED	290	RW 35 40:1 DEPARTURE	21	TRIM OR REMOVE	NO	38	LIGHT POLE	360	RW 17 40:1 DEPARTURE	1	LIGHT	NO
11	TREE CLUSTER WITH HIGH POINT DEPICTED	260	RW 35 40:1 DEPARTURE	9	TRIM OR REMOVE	NO	39	GROUND TOPO	391	RW 17 40:1 DEPARTURE	38	REGRADE	NO
12	UTILITY POLE	283	RW 35 40:1 DEPARTURE	2	TRIM OR REMOVE	NO	40	BUILDING	363	RW 17 40:1 DEPARTURE	21	LIGHT	NO
13	UTILITY POLE	282	RW 35 40:1 DEPARTURE	2	LIGHT	NO	41	BUILDING	357	RW 17 40:1 DEPARTURE	9	LIGHT	NO
14	UTILITY POLES	281	RW 35 40:1 DEPARTURE	2	LIGHT	NO	42	BUILDING	368	RW 17 40:1 DEPARTURE	4	LIGHT	NO
15	BUILDING	248	RW 35 40:1 DEPARTURE	2	LIGHT	NO	43	BUILDING	375	RW 17 40:1 DEPARTURE	4	LIGHT	NO
16	UTILITY POLE	261	RW 35 40:1 DEPARTURE	2	LIGHT	NO	44	TREE CLUSTER WITH HIGH POINT DEPICTED	413	RW 17 40:1 DEPARTURE	17	TRIM OR REMOVE	NO
17	TREE CLUSTER WITH HIGH POINT DEPICTED	262	RW 35 40:1 DEPARTURE	10	TRIM OR REMOVE	NO	45	TREE CLUSTER WITH HIGH POINT DEPICTED	404	RW 17 40:1 DEPARTURE	1	TRIM OR REMOVE	NO
18	UTILITY POLE	253	RW 35 40:1 DEPARTURE	8	LIGHT	NO	46	TREE CLUSTER WITH HIGH POINT DEPICTED	410	RW 17 40:1 DEPARTURE	30	TRIM OR REMOVE	NO
19	UTILITY POLE	254	RW 35 40:1 DEPARTURE	12	LIGHT	NO	47	BUILDING	386	RW 17 40:1 DEPARTURE	4	LIGHT	NO
20	GROUND TOPO, BUILDINGS, UTILITY POLES, FENCE	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO	48	UTILITY POLES	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
21	UTILITY POLE, LIGHT POLE, SIGN	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO	49	TREE CLUSTER WITH HIGH POINT DEPICTED	423	RW 17 40:1 DEPARTURE	11	TRIM OR REMOVE	NO
22	GROUND TOPO, FIRE HYDRANT, SIGN	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO	50	TREE CLUSTER WITH HIGH POINT DEPICTED	473	RW 17 40:1 DEPARTURE	55	TRIM OR REMOVE	NO
23	BUILDING	336	RW 17 40:1 DEPARTURE	7	LIGHT	NO	51	GROUND TOPO, UTILITY POLES	VARIES	RW 17 40:1 DEPARTURE	VARIES	LIGHT	NO
24	BUILDING	337	RW 17 40:1 DEPARTURE	16	LIGHT	NO	52	TREE CLUSTER WITH HIGH POINT DEPICTED	440	RW 17 40:1 DEPARTURE	6	TRIM OR REMOVE	NO
25	BUILDING	338	RW 17 40:1 DEPARTURE	21	LIGHT	NO	53	TREE CLUSTER WITH HIGH POINT DEPICTED	450	RW 17 40:1 DEPARTURE	6	TRIM OR REMOVE	NO
26	BUILDING	336	RW 17 40:1 DEPARTURE	6	LIGHT	NO	54	TREE CLUSTER WITH HIGH POINT DEPICTED	448	RW 17 40:1 DEPARTURE	12	TRIM OR REMOVE	NO
27	BUILDING	346	RW 17 40:1 DEPARTURE	7	LIGHT	NO	55	TREE CLUSTER WITH HIGH POINT DEPICTED	446	RW 17 40:1 DEPARTURE	1	TRIM OR REMOVE	NO
28	BUILDING	330	RW 17 40:1 DEPARTURE	2	LIGHT	NO	56	TREE CLUSTER WITH HIGH POINT DEPICTED	454	RW 17 40:1 DEPARTURE	5	TRIM OR REMOVE	NO

LEGEND

AREA OF TREE PENETRATION WITHIN 40:1 DEPARTURE SURFACE. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND. WITHIN EACH AREA A HIGH POINT IS DEPICTED WITH A POINT AND OBSTRUCTION NUMBER.

AREA OF TOPOGRAPHY PENETRATION (I.E. GROUND, PAVEMENT, UTILITY/LIGHT POLES, BLDGS, FENCES, ETC.) WITHIN 40:1 DEPARTURE SURFACE. SEE OBSTACLE DATA TABLE FOR DESCRIPTION OF OBSTACLES WITHIN EACH AREA.

SOURCES:
BASE MAP: USGS 7.5' QUADRANGLE MAPS
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE EFFECTIVE JUNE, 2010.
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



**DEPARTURE SURFACES
DRAWING - RUNWAY 17/35**

**MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE**

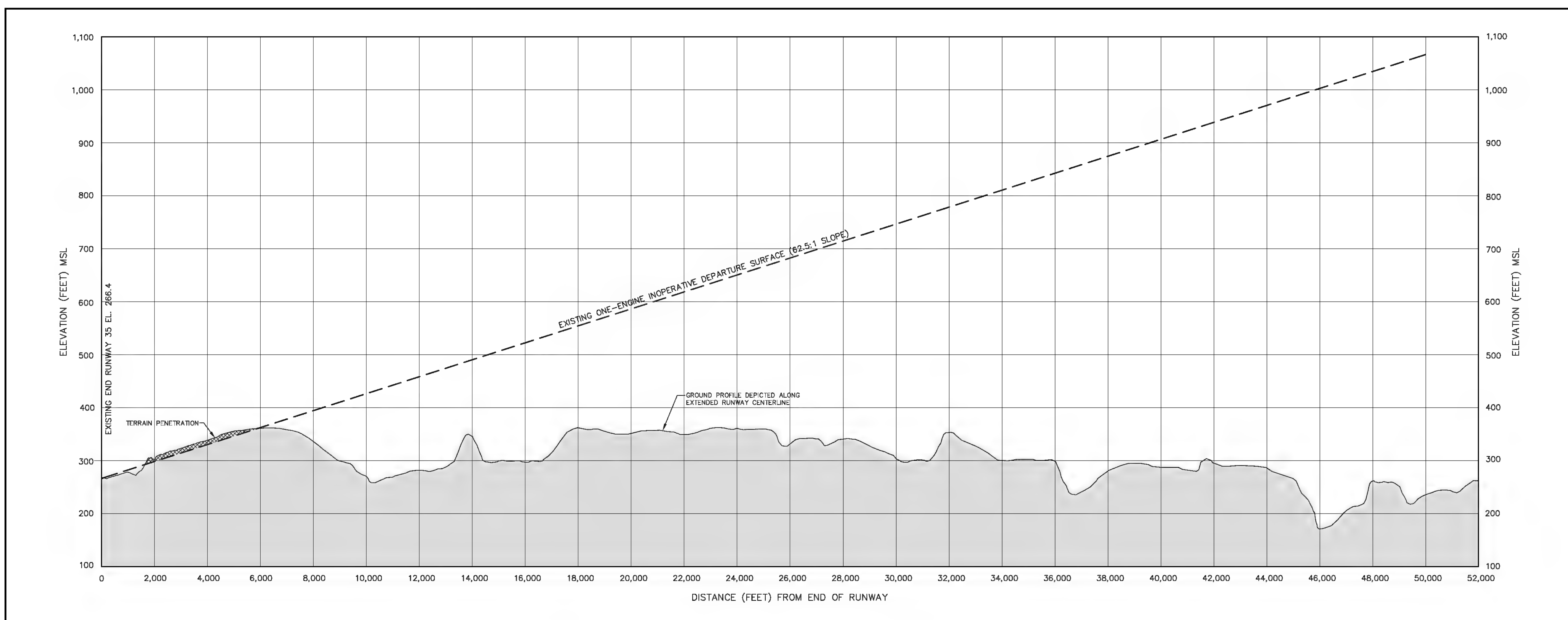
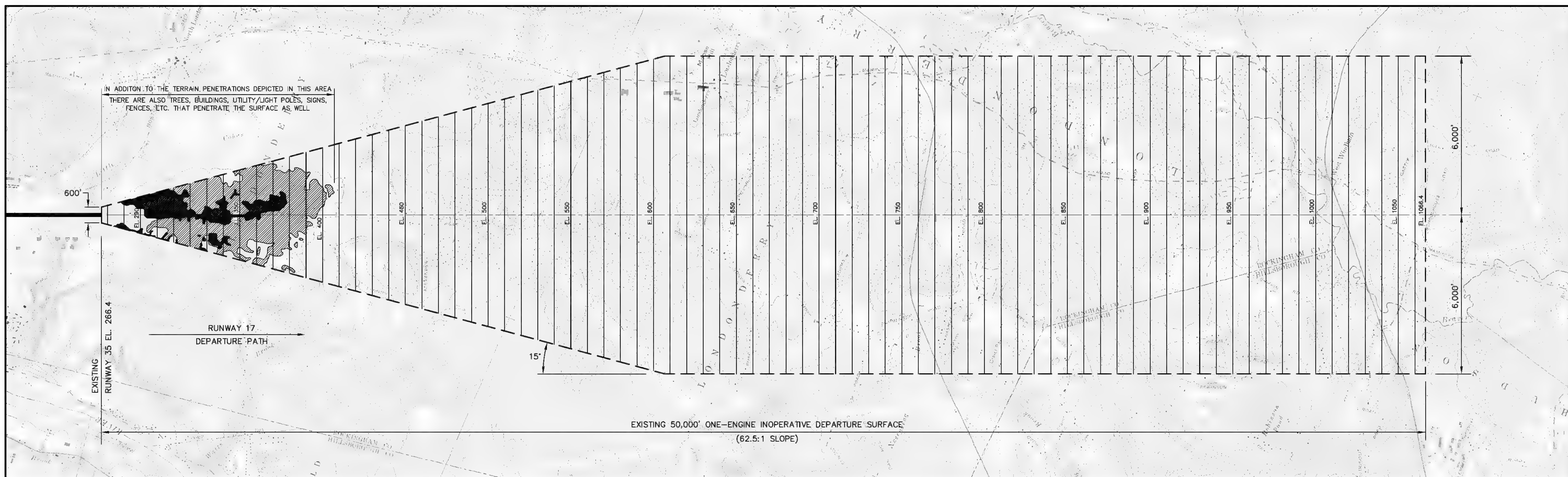
PREPARED FOR
CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE

URS
URS Corporation
7600 West Courtney
Tampa, FL 33607-1462
Ph: 813 286-1111

Manchester-Boston
Regional Airport

DESIGNED: *RJM*
DRAWN: *RJM* CHECKED: *MLT*
PROJECT MANAGER: *FMN*
PROJECT DIRECTOR: *FMN*

DATE: 9/11
SHEET: **13** OF **20**



**ONE-ENGINE INOPERATIVE
OBSTACLE IDENTIFICATION SURFACE
RUNWAY 17**

**MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE**

PREPARED FOR
CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE


URS
URS Corporation Southern
7650 West Courtney
Campbell Causeway
Tampa, FL 33607-1462
Pn: (813) 286-1711


Manchester-Boston
REGIONAL AIRPORT

DESIGNED: RJM
DRAWN: RJM CHECKED: MLT

DATE: 9/11
SHEET: 14 OF 20

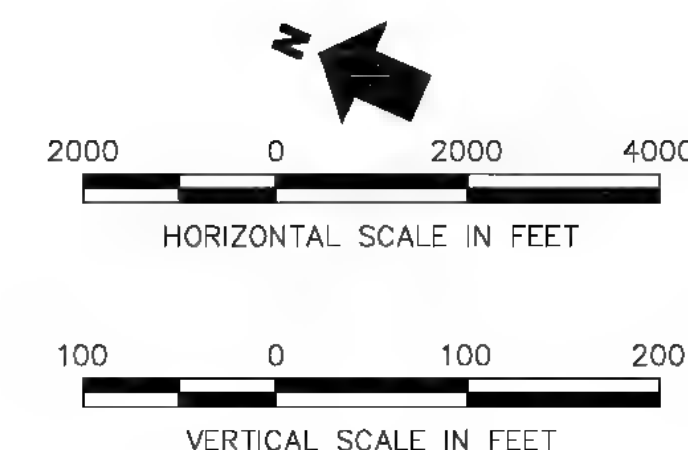
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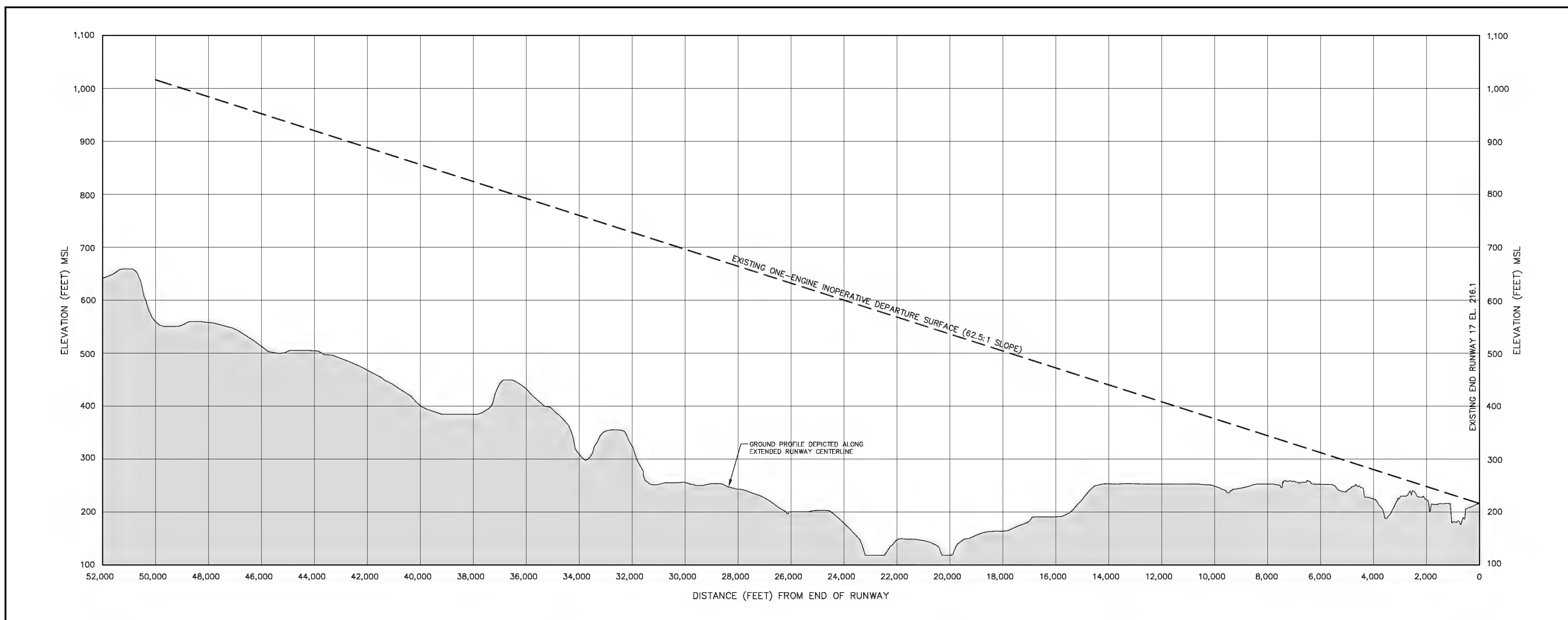
 AREA OF TREE PENETRATION WITHIN 62.5:1*
ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION
SURFACE. AREA DEFINED DOES NOT REPRESENT EXACT
SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY
CAN BE FOUND.

 AREA OF TERRAIN PENETRATIONS (I.E. GROUND &
PAVEMENT). AREA DEFINED DOES NOT REPRESENT
EXACT SHAPE OF TOPO PENETRATIONS, ONLY WHERE
THEY CAN BE FOUND.

* TERRAIN PENETRATION AREAS SHOWN LIMITED TO EXTENT OF TOPOGRAPHICAL OBSTACLE DATA AVAILABLE FROM THE HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2008.

SOURCES:
 BASE MAP: USGS 7.5' QUADRANGLE MAPS
 OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL
 AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE
 EFFECTIVE JUNE, 2010.
 HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS,
 DATED SEPTEMBER, 2009.





**ONE-ENGINE INOPERATIVE
OBSTACLE IDENTIFICATION SURFACE
RUNWAY 35**

**MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE**

PREPARED FOR


CITY OF MANCHESTER

DEPARTMENT OF AVIATION

MANCHESTER, NEW HAMPSHIRE

URS



URS Corporation
1000 Corporate Center Drive
Framingham, MA 01702
Tel: 508.875.1400
Fax: 508.875.1460
Email: URS@URS.COM
Website: www.urscorp.com

 **Manchester-Rosston**
REGIONAL AIRPORT

DESIGNED: RJM
DRAWN: RJM CHECKED: MLT
PROJECT MANAGER: FMN
PROJECT DIRECTOR: FMN

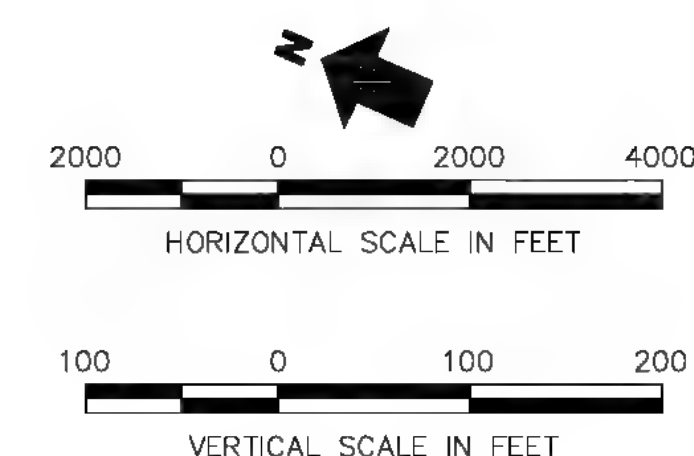
DATE: 9/11
SHEET: **15** OF **20**

LEGEND

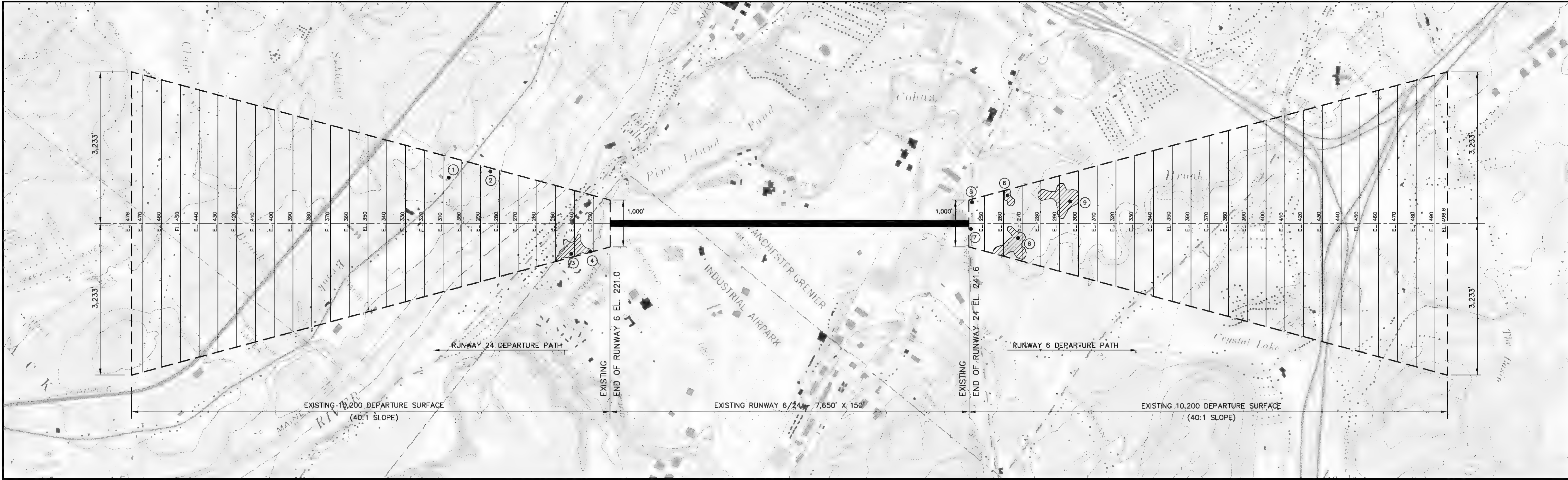
	AREA OF TREE PENETRATION WITHIN 62.5:1* ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND.
	AREA OF TERRAIN PENETRATIONS (I.E. GROUND & PAVEMENT). AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TOPO PENETRATIONS, ONLY WHERE THEY CAN BE FOUND.

* TERRAIN PENETRATION AREAS SHOWN LIMITED TO EXTENT OF TOPOGRAPHICAL OBSTACLE DATA AVAILABLE FROM THE HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.

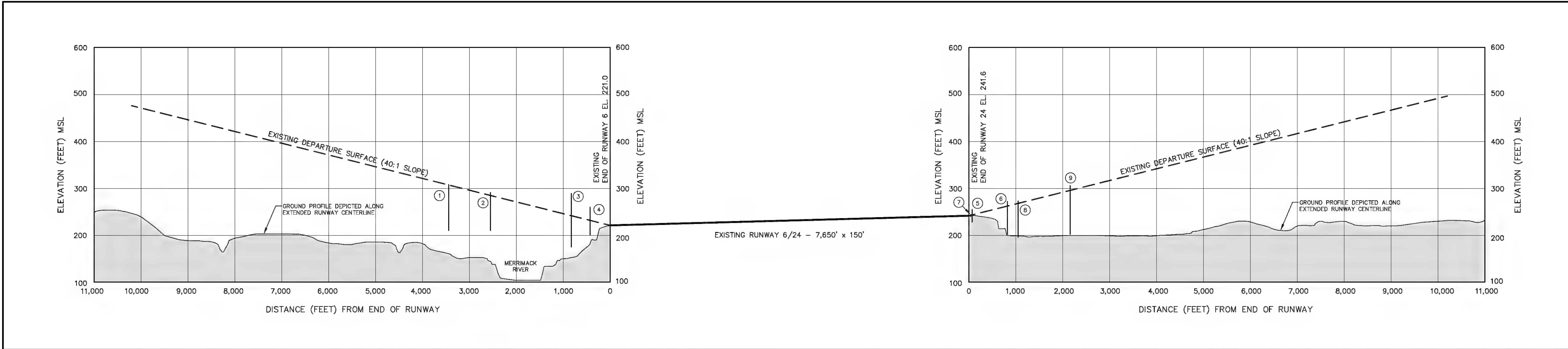
SOURCES:
 BASE MAP: USGS 7.5' QUADRANGLE MAPS
 OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL
 AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE
 EFFECTIVE JUNE, 2010.
 HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS,
 DATED SEPTEMBER, 2009.



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RUNWAY 6/24 DEPARTURE SURFACES PLAN VIEW

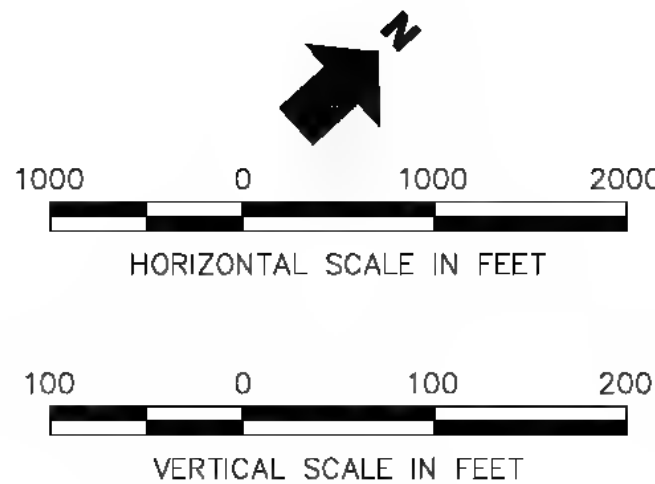


RUNWAY 6/24 DEPARTURE SURFACES PROFILE VIEW

OBSTACLE DATA TABLE					
NO.	DESCRIPTION	OBSTACLE ELEVATION (FEET MSL)	LOWEST AFFECTED SURFACE	PENETRATION (FEET)	RECOMMENDED ACTION
1	TREE CLUSTER WITH HIGH POINT DEPICTED	308	RW 24 40:1 DEPART	1	TRIM OR REMOVE
2	TREE CLUSTER WITH HIGH POINT DEPICTED	281	RW 24 40:1 DEPART	6	TRIM OR REMOVE
3	TREE CLUSTER WITH HIGH POINT DEPICTED	289	RW 24 40:1 DEPART	47	TRIM OR REMOVE
4	BUILDING	260	RW 24 40:1 DEPART	28	LIGHT
5	LIGHT POLE	255	RW 6 40:1 DEPART	12	LIGHT
6	TREE CLUSTER WITH HIGH POINT DEPICTED	272	RW 6 40:1 DEPART	10	TRIM OR REMOVE
7	WIRE	244	RW 6 40:1 DEPART	1	FIXED BY FUNCTION
8	TREE CLUSTER WITH HIGH POINT DEPICTED	273	RW 6 40:1 DEPART	5	TRIM OR REMOVE
9	TREE CLUSTER WITH HIGH POINT DEPICTED	308	RW 6 40:1 DEPART	10	TRIM OR REMOVE

LEGEND	
	AREA OF TREE PENETRATION WITHIN 40:1 DEPARTURE SURFACE. AREA DESIGNER DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND. WITHIN EACH AREA A HIGH POINT IS DEPICTED WITH A POINT AND OBSTRUCTION NUMBER.

SOURCES:
BASE MAP: USGS 7.5' QUADRANGLE MAPS
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL OBSTACLE DATA
AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE
EFFECTIVE JUNE, 2010.
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



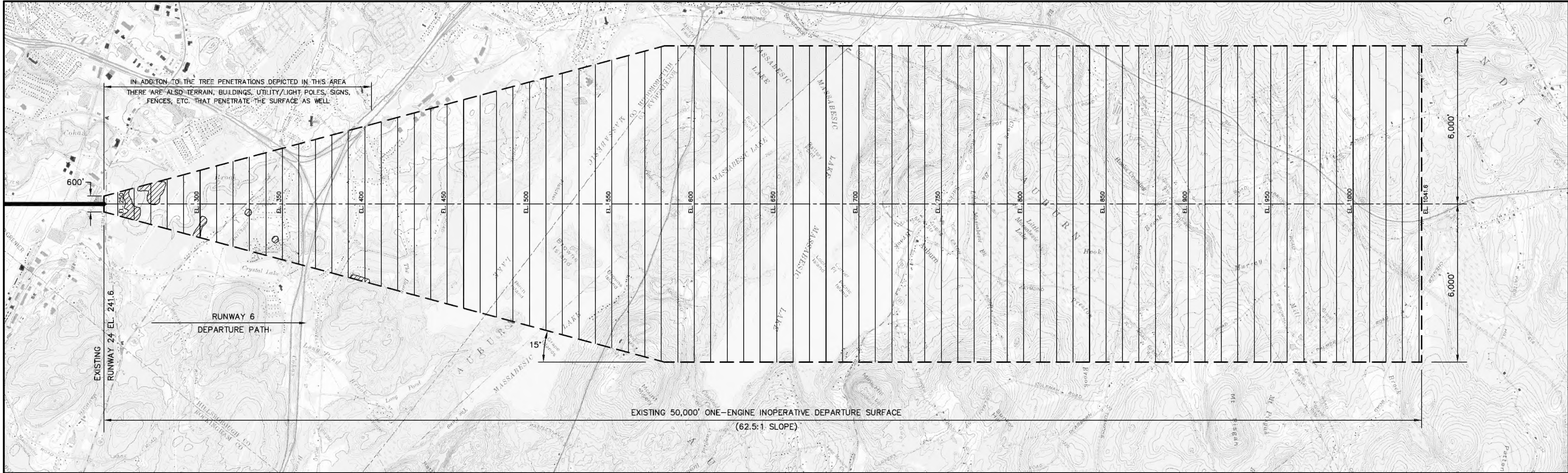
**DEPARTURE SURFACES
DRAWING - RUNWAY 6/24**
**MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE**

PREPARED FOR
**CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE**
URS
URS Corporation
7600 West Courtney
Tampa, FL 33607-1462
Ph: 813 286-1111
FACSIMILE: 813 286-1111

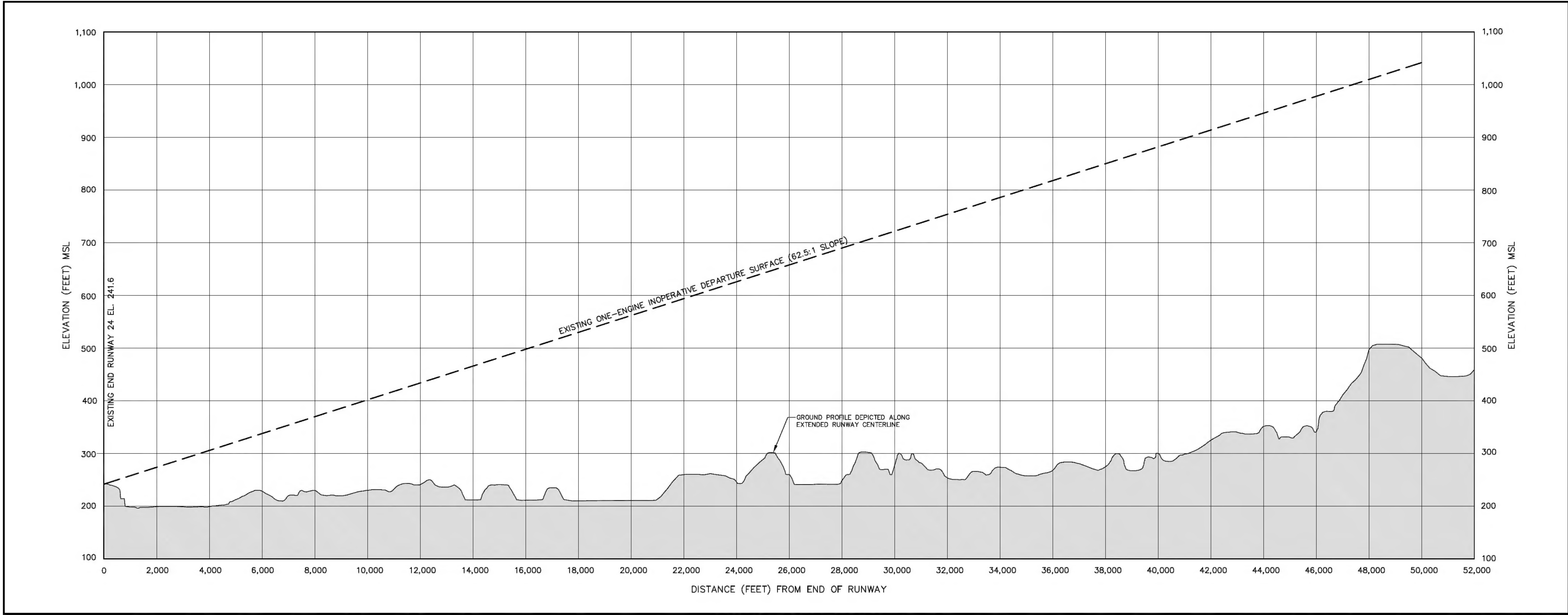
DESIGNED: RJM
DRAWN: RJM CHECKED: MLT
PROJECT MANAGER: FMN
PROJECT DIRECTOR: FMN

DATE: 9/11
SHEET: 16 OF 20

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RUNWAY 6 ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE PLAN VIEW

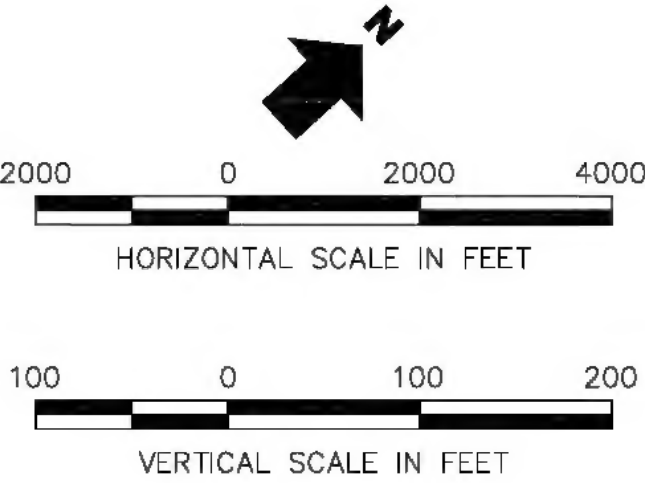


RUNWAY 6 ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE PROFILE VIEW

LEGEND	
	AREA OF TREE PENETRATION WITHIN 62.5:1 ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE. AREA HATCHED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND.

* TERRAIN PENETRATION AREAS SHOWN LIMITED TO EXTENT OF TOPOGRAPHICAL OBSTACLE DATA AVAILABLE FROM THE HOYLE, FARNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.

SOURCES:
BASE MAP: USGS 7.5' QUADANGLE MAPS
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE EFFECTIVE JUNE, 2010.
HOYLE, FARNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.



DESIGNED: *RJM*

DRAWN: *RJM* CHECKED: *MLT*

PROJECT MANAGER: *FMN*

PROJECT DIRECTOR: *FMN*

DATE: 9/11

SHEET: 17 OF 20

PREPARED FOR

CITY OF MANCHESTER

DEPARTMENT OF AVIATION

MANCHESTER, NEW HAMPSHIRE

URS Corporation Southern
7650 West Courtney
Tampa, FL 33607-1462
PH: 813 286-1711

URS

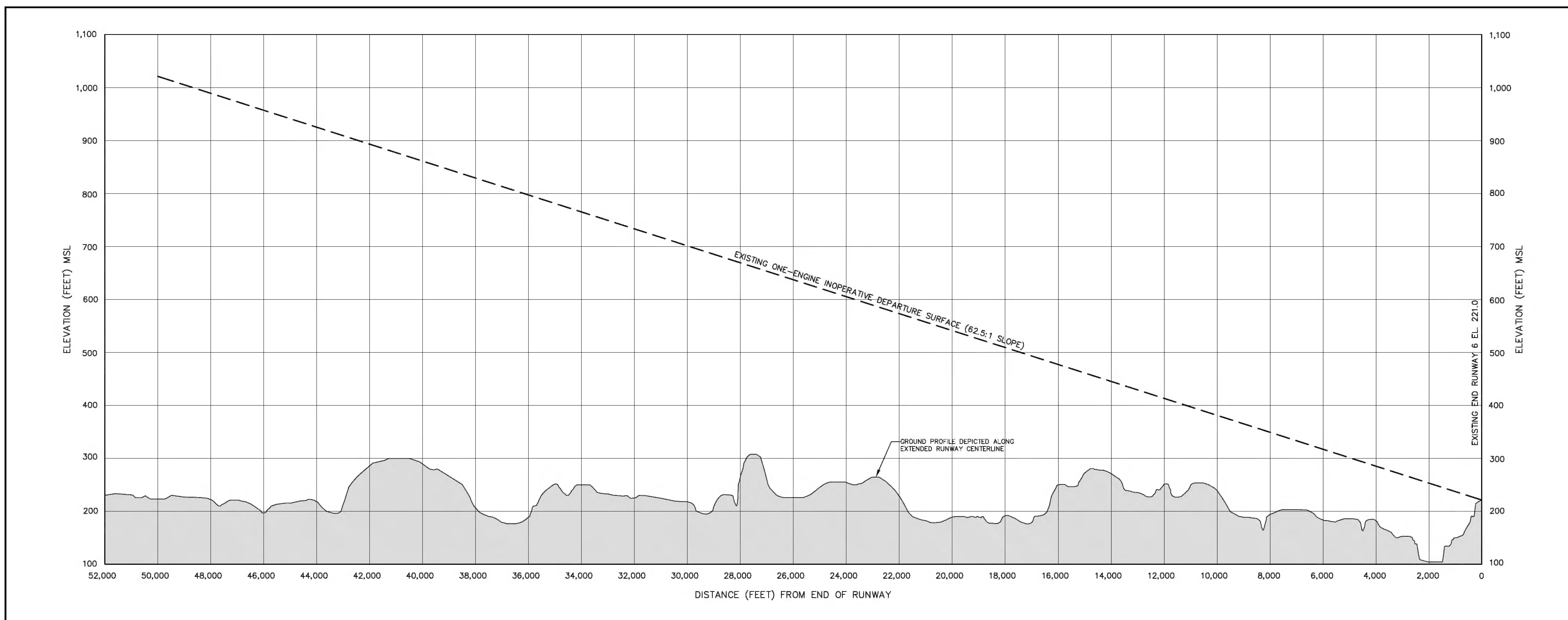
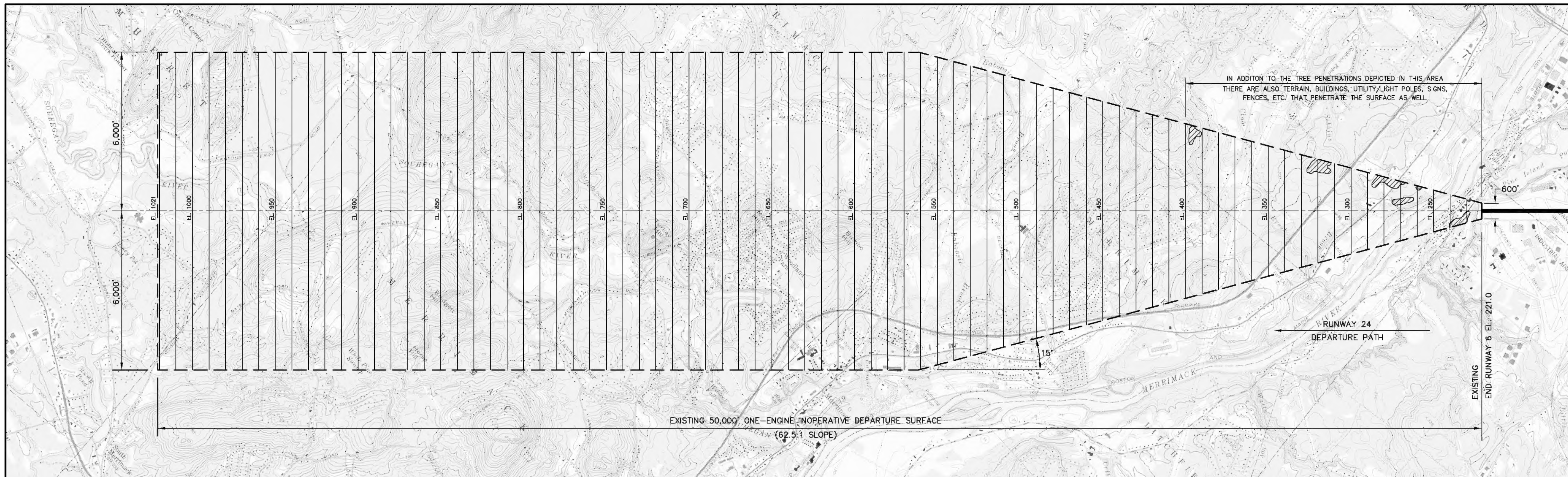
ONE-ENGINE INOPERATIVE

OBSTACLE IDENTIFICATION SURFACE

RUNWAY 6

MANCHESTER-BOSTON REGIONAL AIRPORT

MANCHESTER, NEW HAMPSHIRE





**ONE-ENGINE INOPERATIVE
OBSTACLE IDENTIFICATION SURFACE
RUNWAY 24**

**MANCHESTER-BOSTON REGIONAL AIRPORT
MANCHESTER, NEW HAMPSHIRE**

PREPARED FOR

**CITY OF MANCHESTER
DEPARTMENT OF AVIATION
MANCHESTER, NEW HAMPSHIRE**

 **Manchester-Boston
REGIONAL AIRPORT**

 **URS**

URS Corporation, Southern
New Hampshire
Company, LLC
P.O. Box 100
Tempe, AZ 85287-1462


DESIGNED: RJM
DRAWN: RJM CHECKED: MLT
PROJECT MANAGER: FMN
PROJECT DIRECTOR: FMN

DATE: 9/11
SHEET: **18** OF **20**

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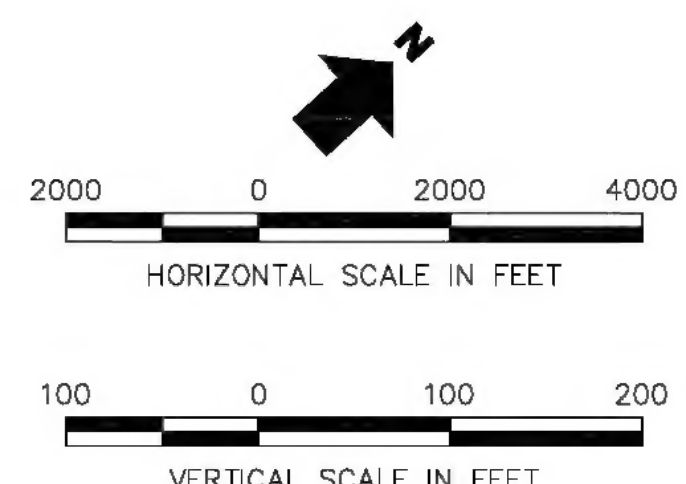
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LEGEND

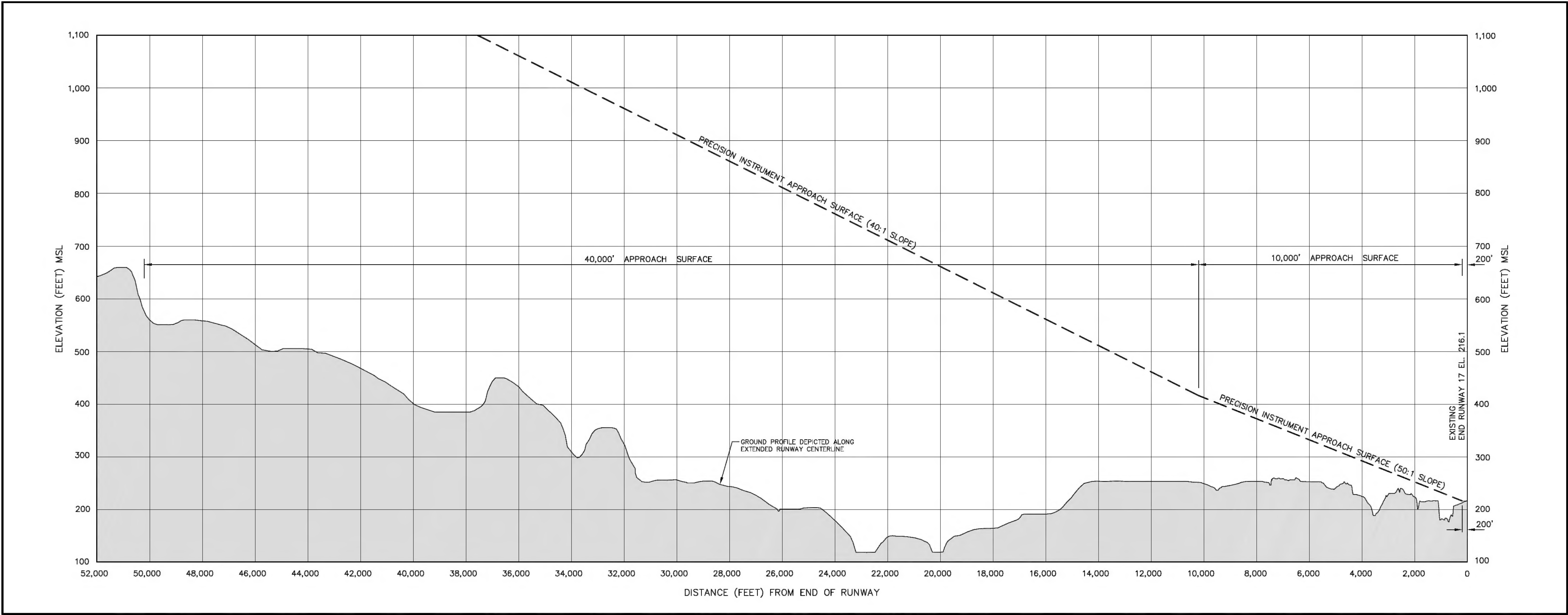
 AREA OF TREE PENETRATION WITHIN 62.5:1+ ONE-ENGINE INOPERATIVE OBSTACLE IDENTIFICATION SURFACE. AREA DEFINED DOES NOT REPRESENT EXACT SHAPE OF TREE PENETRATIONS, ONLY WHERE THEY CAN BE FOUND.

* TERRAIN PENETRATION AREAS SHOWN LIMITED TO EXTENT OF TOPOGRAPHICAL OBSTACLE DATA AVAILABLE FROM THE HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS, DATED SEPTEMBER, 2009.

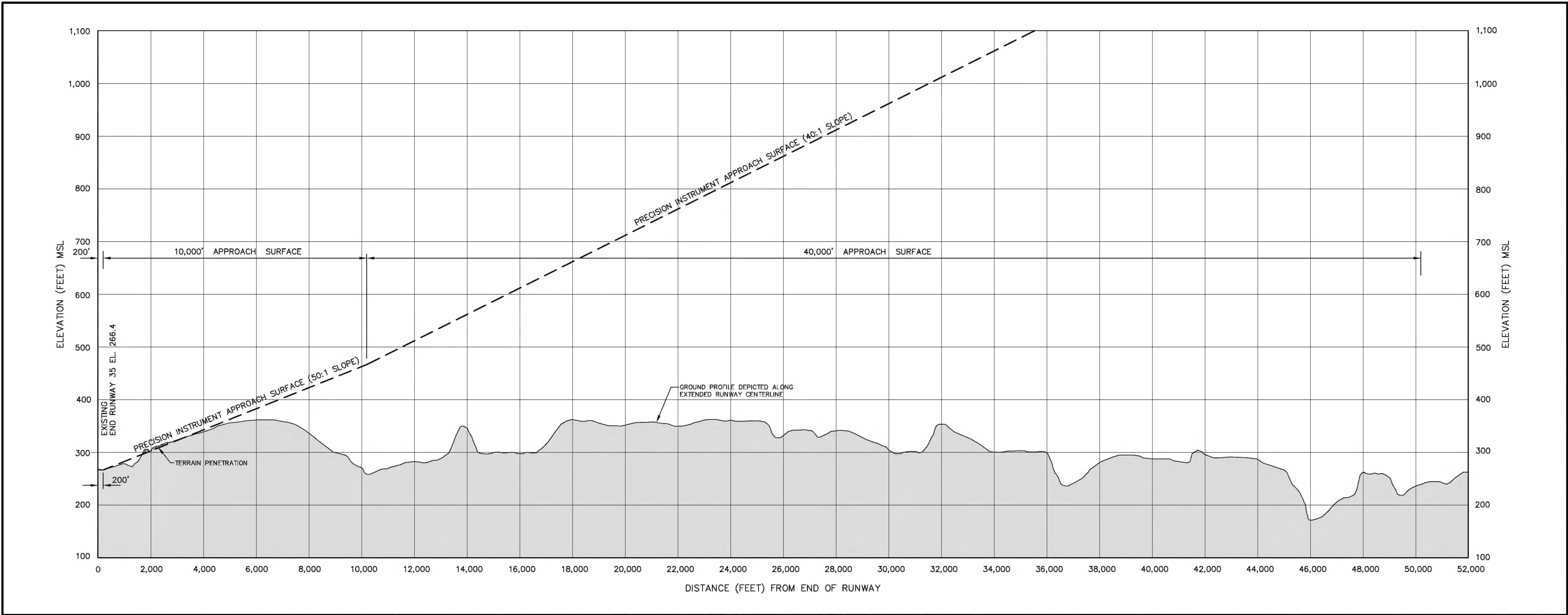
SOURCES:
BASE MAP: USGS 7.5' QUADRANGLE MAPS
OBSTACLE DATA: FEDERAL AVIATION ADMINISTRATION DIGITAL
AERONAUTICAL INFORMATION DIGITAL OBSTACLE FILE
EFFECTIVE JUNE, 2010.
HOYLE, TANNER & ASSOC., INC., OBSTRUCTION ANALYSIS,
DATED SEPTEMBER, 2009.



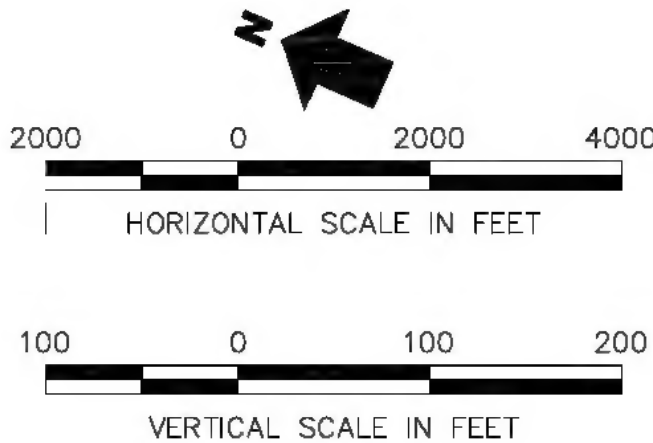
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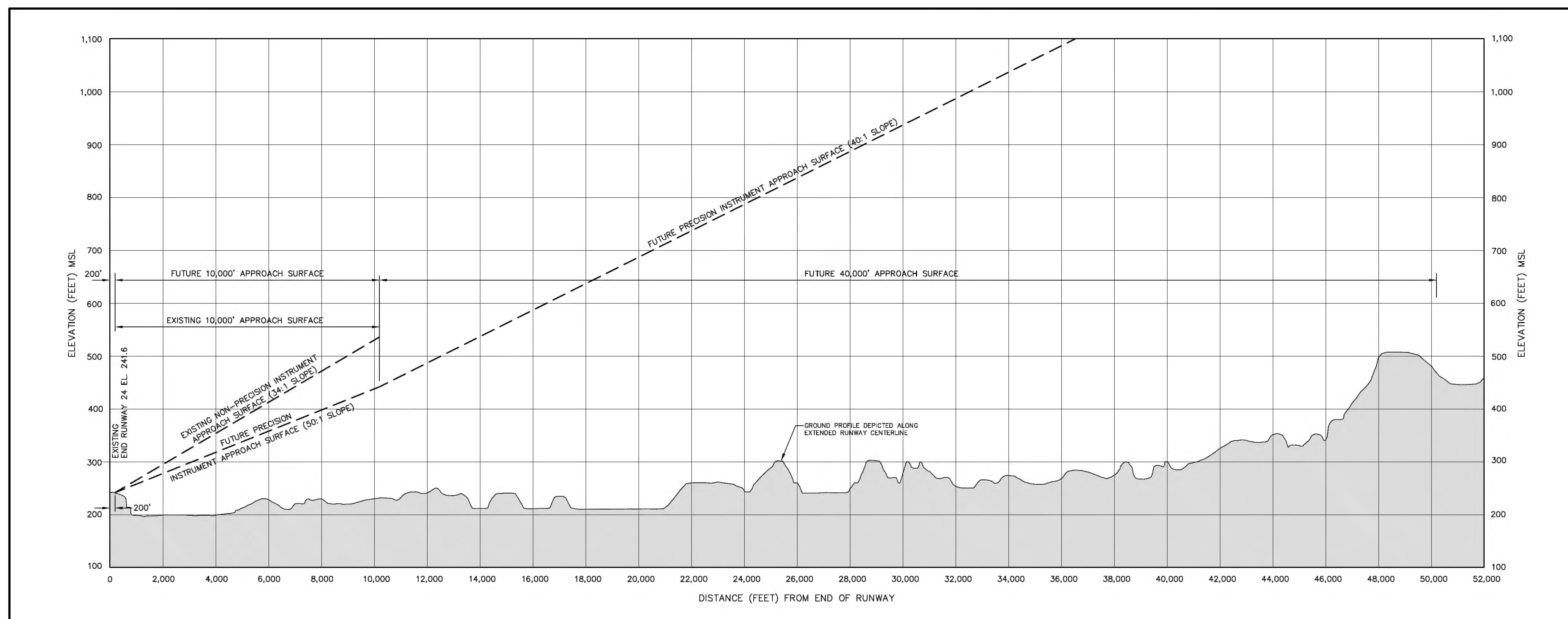
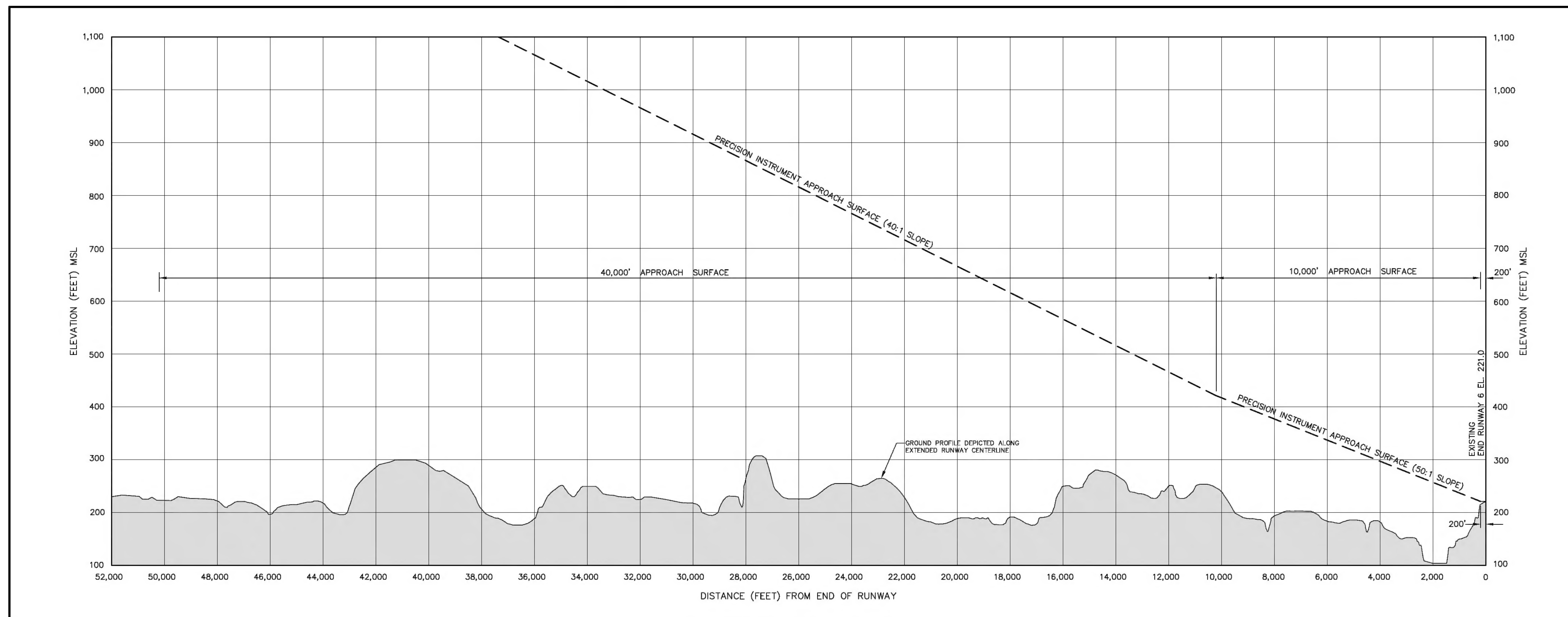
RUNWAY 17 APPROACH SURFACE PROFILE VIEW



RUNWAY 35 APPROACH SURFACE PROFILE VIEW





APPROACH SURFACE PROFILE RUNWAY 17/35 MANCHESTER-BOSTON REGIONAL AIRPORT MANCHESTER, NEW HAMPSHIRE				PREPARED FOR CITY OF MANCHESTER DEPARTMENT OF AVIATION MANCHESTER, NEW HAMPSHIRE				URS Corporation 7900 West Courtney Tampa, FL 33607-1462 Ph: 813 286-1111			
DESIGNED: <u>RJM</u>				DRAWN: <u>RJM</u>				CHECKED: <u>MLT</u>			
PROJECT MANAGER: <u>FMN</u>				PROJECT DIRECTOR: <u>FMN</u>				DATE: 9/11			
SHEET: <u>19</u>				OF <u>20</u>							

[illegible]

APPROACH SURFACE PROFILE

RUNWAY 6/24

MANCHESTER-BOSTON REGIONAL AIRPORT MANCHESTER, NEW HAMPSHIRE

<p>PREPARED FOR</p> <p>CITY OF MANCHESTER</p> <p>DEPARTMENT OF AVIATION</p> <p>MANCHESTER, NEW HAMPSHIRE</p>	 <p>URS Corporation Southern New England Complete Customer Service Phone: (617) 286-1711 Fax: (617) 286-1762</p>												
 <p>Manchester-Boston REGIONAL AIRPORT</p>													
<table style="width: 100%;"> <tr> <td style="width: 33%;">DESIGNED: <u>RJM</u></td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> </tr> <tr> <td>DRAWN: <u>RJM</u></td> <td>CHECKED: <u>MLT</u></td> <td></td> </tr> <tr> <td colspan="3">PROJECT MANAGER: <u>FMN</u></td> </tr> <tr> <td colspan="3">PROJECT DIRECTOR: <u>FMN</u></td> </tr> </table>		DESIGNED: <u>RJM</u>			DRAWN: <u>RJM</u>	CHECKED: <u>MLT</u>		PROJECT MANAGER: <u>FMN</u>			PROJECT DIRECTOR: <u>FMN</u>		
DESIGNED: <u>RJM</u>													
DRAWN: <u>RJM</u>	CHECKED: <u>MLT</u>												
PROJECT MANAGER: <u>FMN</u>													
PROJECT DIRECTOR: <u>FMN</u>													
<table style="width: 100%;"> <tr> <td style="width: 33%;">DATE: 9/11</td> <td style="width: 33%;"></td> <td style="width: 33%;"></td> </tr> <tr> <td>SHEET: <u>20</u></td> <td style="text-align: center;">OF</td> <td style="text-align: right;"><u>20</u></td> </tr> </table>		DATE: 9/11			SHEET: <u>20</u>	OF	<u>20</u>						
DATE: 9/11													
SHEET: <u>20</u>	OF	<u>20</u>											